Issue 190
PS
1968 Series
THE PREVENTIVE MAINTENANCE MONTHLY
OH, YEAH?? WELL, JUST REMEMBER WHEN YOU REPORT ME TO WOTAN... PREVENTIVE MAINTENANCE IS ALSO A COMMAND RESPONSIBILITY!
Will Eisner

FLEET MAINTENANCE

"Maintenance is more than a way of life. It's survival. Competition makes it hard to control income with better maintenance.

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• **Cost control.** "How can you set up a maintenance program to reduce costs, if you don't even know what your costs are?" he asks. "How can you even make an intelligent bid? Almost everybody who went broke in this area never knew what his costs were."

Moran can tell to a penny what he spends on engi... transmissions, tires... trains and other co... of his Auto... had an... wif...

Quoted from—
Construction Equipment and Materials

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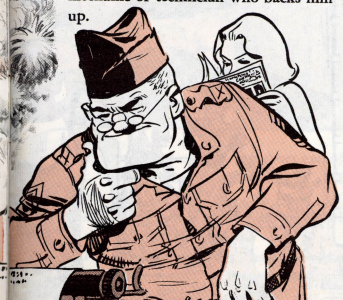
"If maintenance means survival in business to an outfit that hauls logs, just imagine what it means to a guy who not only hauls but has to fight, too!"

Connie's right. No matter whether you're hauling, shooting, scooting or communicating, the maintenance you do, especially the preventive maintenance, means survival. Your equipment must be ready to do the job. It can only be kept ready by maintenance done by the man who operates it and by the unit mechanic or technician who backs him up.



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PS Magazine,
Fort Knox, Ky.
40121

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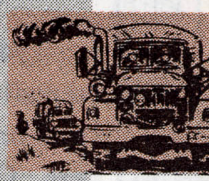

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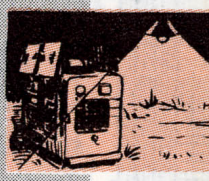

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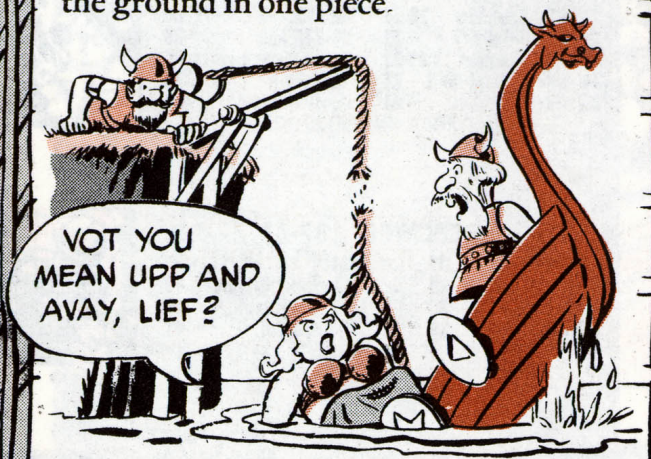
SLING LOADS...

UP AND AWAY,

That's the theme song of troopers speeding equipment and supplies into the fracas. 'Tis mighty sweet music when those choppers make the scene.

Air delivery means getting there fastest with the mostest — and proper load rigging plus regular sling PM is a "must" if supplies are going to reach the ground in one piece.



TM 55-450-8 (20 May 66) on external-transport procedures will clue you on rigging rolling liquid transporters, CONEX containers, trucks, 105-MM howitzers, ammunition, chow — you name it! TM 55-450-11 (21 Jun 68) on helicopter external loads rigged with aerial delivery equipment will give you standardized procedures for rigging "type loads" with slings, clevises, straps and containers.

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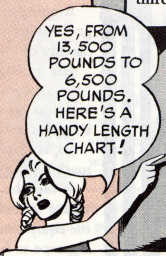
NEW SLING LIMITS FOR CHOPPERS

There's nothing more embarrassing after lift-off than having one leg of a sling snap, followed by a second — third — fourth . . . ca-runch! !



FSN	Length, Feet
1670-753-3789	8
1670-753-3790	9
1670-753-3791	11
1670-753-3792	12
1670-753-3793	16
1670-753-3794	20

The safety margin for these 1-3/4-in, 3-loop nylon webbing slings has been increased by lowering the lifting capacity from 20,000 lbs to 10,000 lbs:

FSN	Length, Feet
1670-753-3788	3
1670-753-3630	8
1670-753-3631	9
1670-823-5040	11
1670-823-5041	12
1670-823-5042	16
1670-823-5043	20

If you wound up with the short end of the stick when these slings were passed out, run your peepers over Army SC 1600-IL (11 Aug 67) and place your order, man!

By doubling the slings you can gain 75 percent of the original rated strength of those slings, however.

For example, with a leg using a 3-loop sling and a 3-ft sling (ring) add another sling and ring and you can safely lift 17,500 lbs. You can get the same ratio increase with 2-loop slings. Each 3-ft, 1-3/4-in wide ring, FSN 1670-753-3788, has a 10,000-lb lifting capacity.

PS MORE

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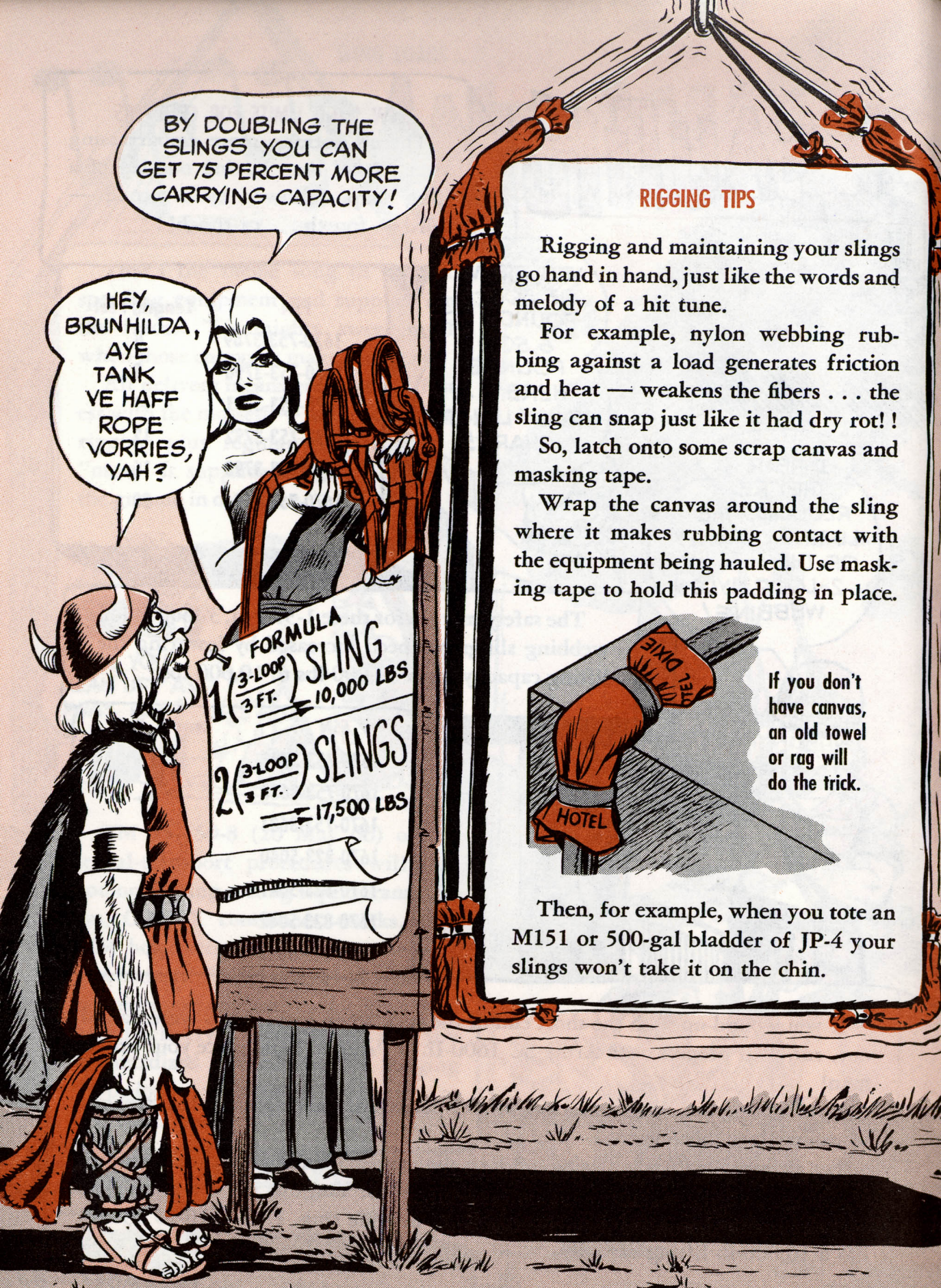


RIGGING TIPS

Rigging and maintaining your slings go hand in hand, just like the words and melody of a hit tune.

For example, nylon webbing rubbing against a load generates friction and heat — weakens the fibers . . . the sling can snap just like it had dry rot! !

So, latch onto some scrap canvas and masking tape.

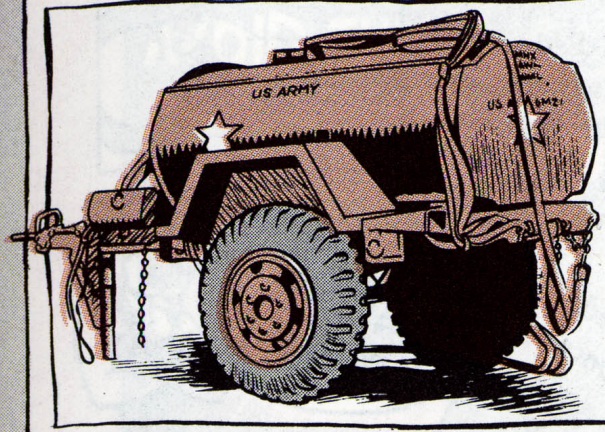
Wrap the canvas around the sling where it makes rubbing contact with the equipment being hauled. Use masking tape to hold this padding in place.

If you don't have canvas, an old towel or rag will do the trick.

Then, for example, when you tote an M151 or 500-gal bladder of JP-4 your slings won't take it on the chin.

Comes the time when a Chinook picks up supplies the load has to be rigged and ready to go, with the load weight accurately estimated.

'Course you know the lifting capacity of your workhorse. No doubt your little green book has a lot of mighty important figures in it — like typical load weights and the weights of various pieces of equipment. Keep it up to date!

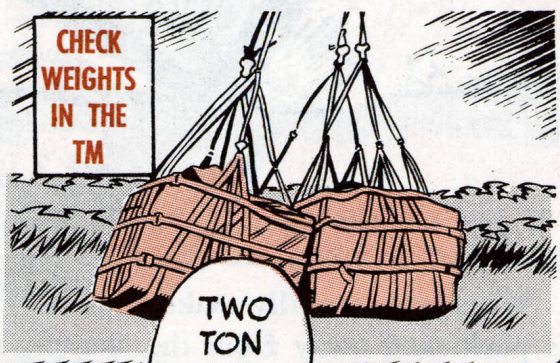


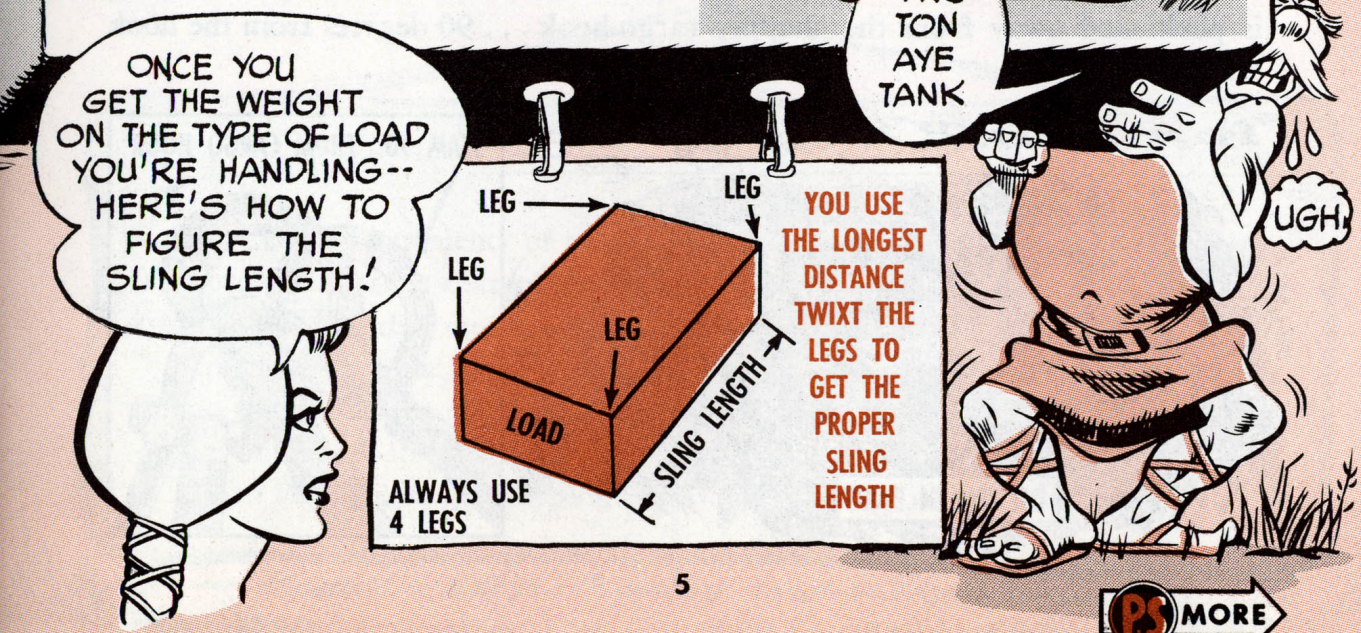
Take the 1-1/2 ton, G754-series, 400-gal water trailer, for one. It weighs 5,615 lbs full. One 2-loop, 12-ft sling, two 2-loop, 11-ft slings and one apexing ring will handle this baby.

That's the kind of info you want at your finger tips because it will clue you on the sling to use. You also want to pass the weight figure along to the chopper crew.

Most equipment to be air lifted will have the weight stenciled on it. If not, there's always the specifications in the TM, right?

When using the A-22 cargo bag, FSN 1670-242-9169, for hauling ammo, chow, water cans and such you'll have to make with a pencil and paper. You don't need to compose a song or anything like that. A little simple math should give you the load weight.





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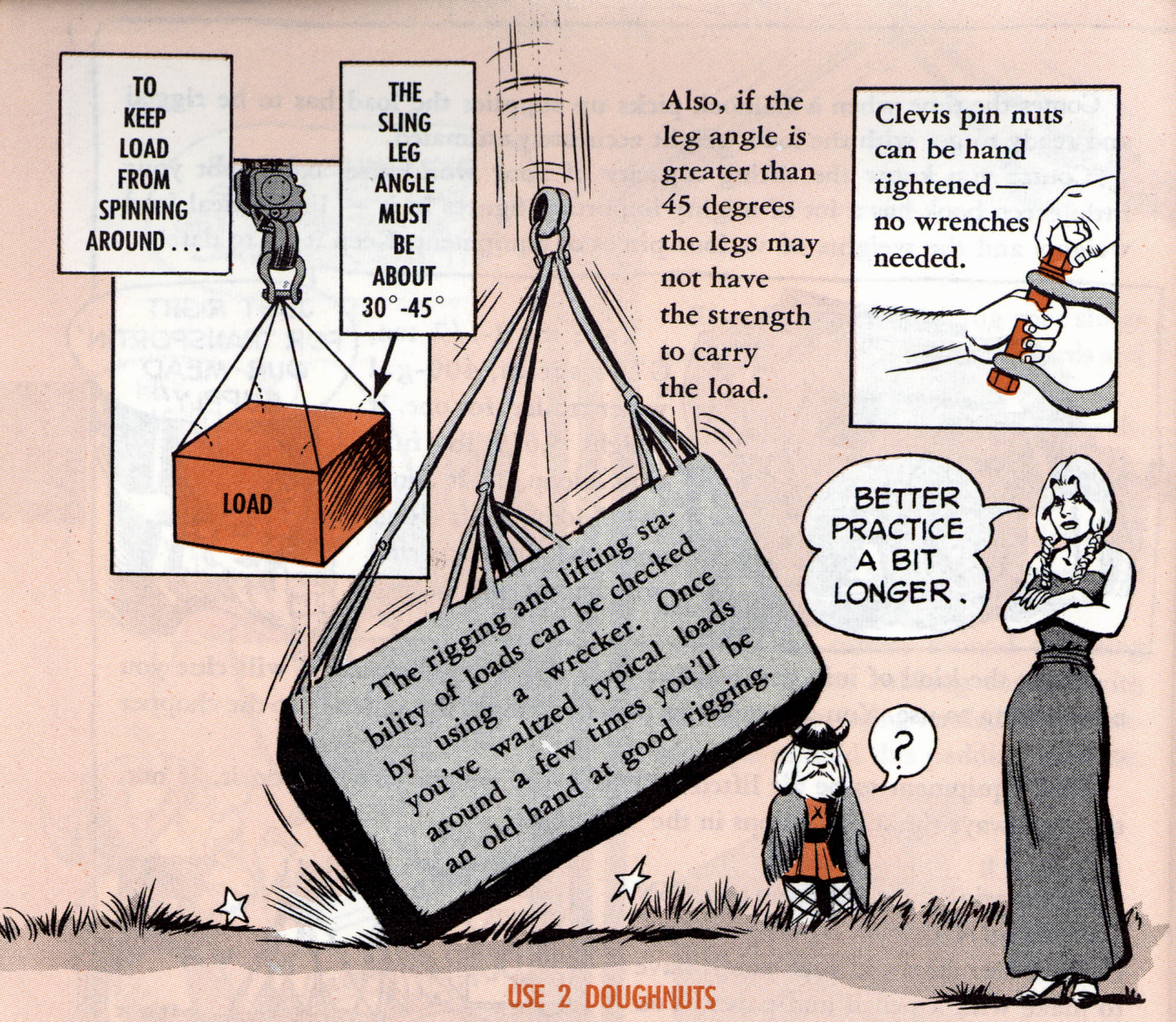
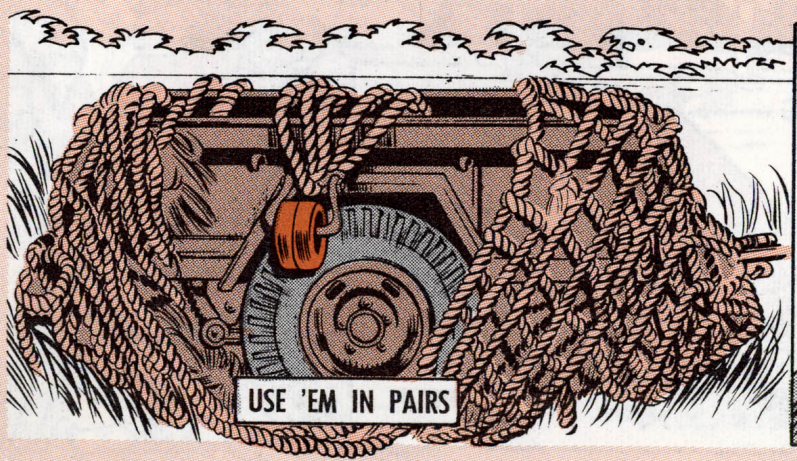
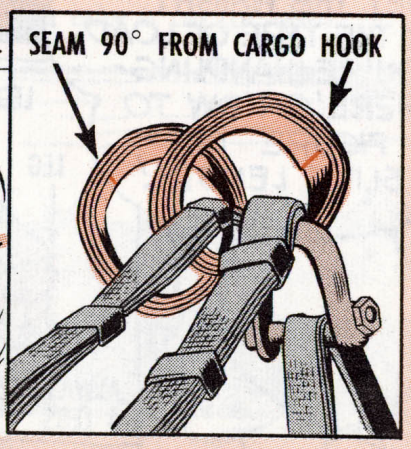


USE 2 DOUGHNUTS

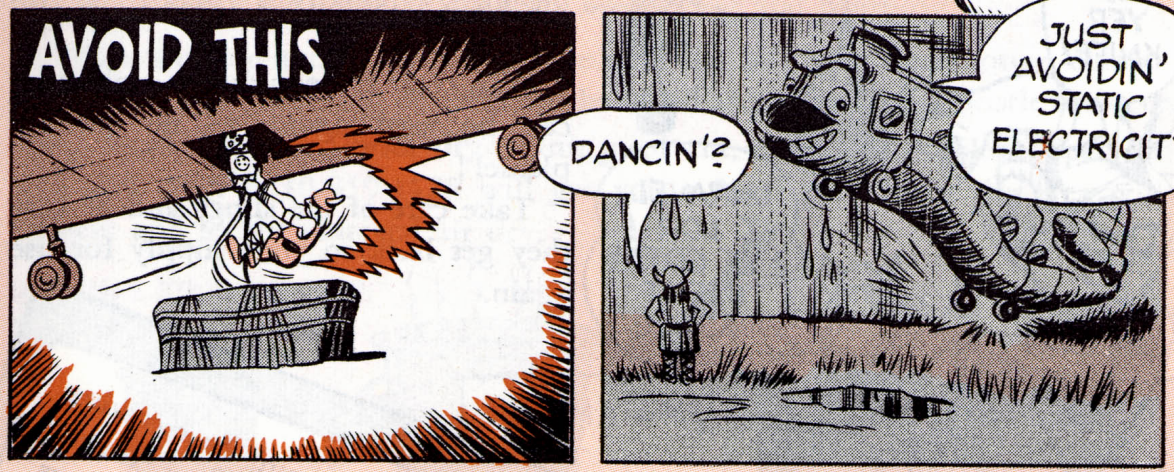
If you use the 10-in, 1-3/4-in wide nylon endless sling, 10,000-lb capacity, FSN 3940-675-5001 — don't use one. Use 'em in pairs to be on the safe side.

When you actually make your hook-up, be sure the link assembly on the ring is positioned away from the chopper cargo hook . . . 90 degrees from the hook is about right.

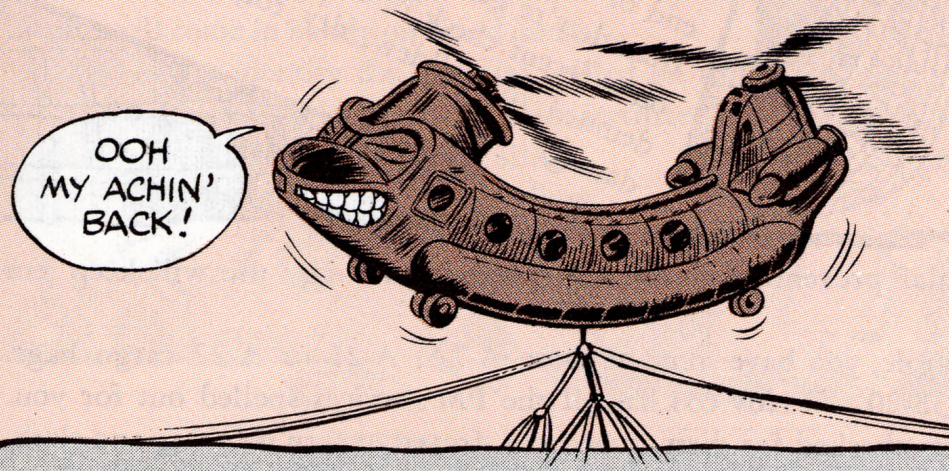




Once the chopper swings in for the load, brace yourself for high winds. Goggles and a helmet will come in handy to protect against flying debris. Keeping the hook-up site policed up will protect your baby blues and help prevent FOD to the bird.



If you have the time use a static discharge probe to get rid of the static electricity. In dry weather it's not much of a problem. Just grab the doughnuts and insert them in the chopper lifting hook without touching the metal hook and you won't be seeing stardust!!



CREWCHIEFS — CLEAN HOUSE!

The CH-47A has plenty of power so it can lift over the 33,000-lb max gross. The problem here is that going over the gross weight shortens the life of bird components and that means more maintenance.

Bird weight plus crew, fuel, tool boxes, armor plate, survival kits, guns, ammo, rations and troopers with their gear mean your brute could gross 24,000 — maybe 25,000-lbs without an external load.

Try to leave extra gear behind — protect the components!

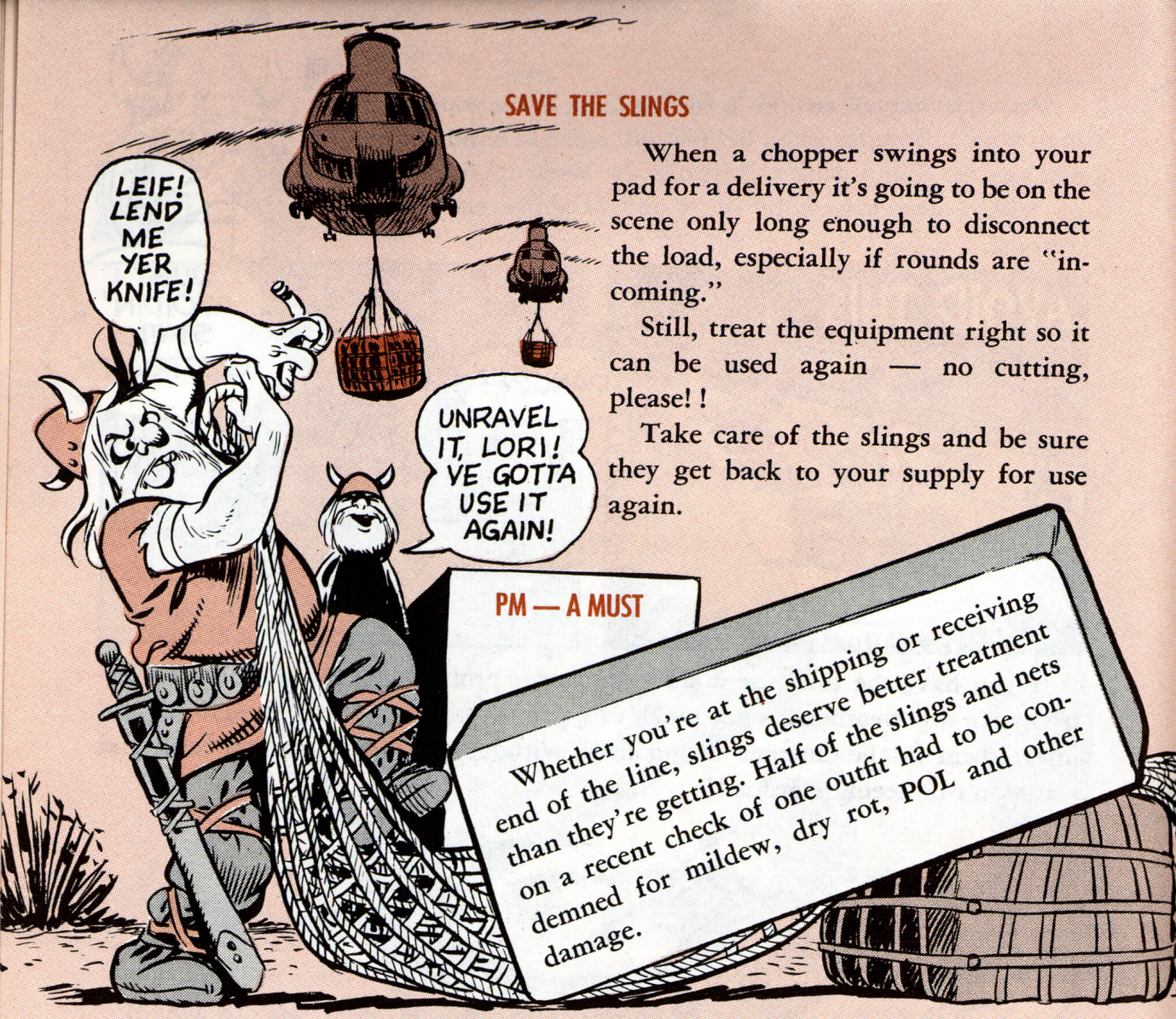
P.S MORE

SAVE THE SLINGS

When a chopper swings into your pad for a delivery it's going to be on the scene only long enough to disconnect the load, especially if rounds are "incoming."

Still, treat the equipment right so it can be used again — no cutting, please!!

Take care of the slings and be sure they get back to your supply for use again.



PM — A MUST

Whether you're at the shipping or receiving end of the line, slings deserve better treatment than they're getting. Half of the slings and nets on a recent check of one outfit had to be condemned for mildew, dry rot, POL and other damage.

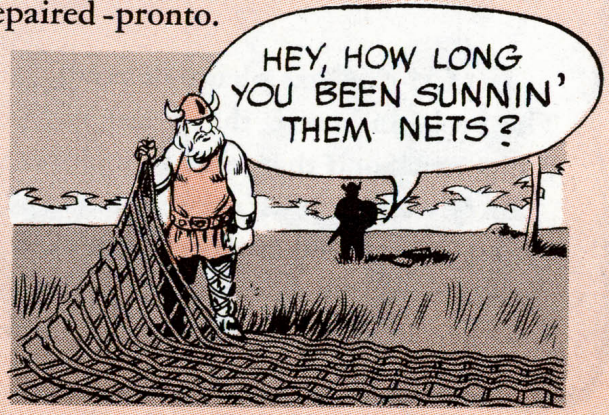
Pulling regular preventive maintenance before and after use will keep 'em in shape.

Say, for example, you have some of those A-7A, A-21 or A-22 cargo bags. TM 10-1670-238-20 (17 Nov 65) has all the PM services spelled out for you.

The sling gets checked for dirty, worn, cut, frayed or torn webbing and cloth, loose or broken stitching and for broken, burred or corroded rings and adapters. Don't use damaged equipment. Get it repaired-pronto.

Strike up the band for troopers who keep equipment clean and stored in a ventilated, dry place.

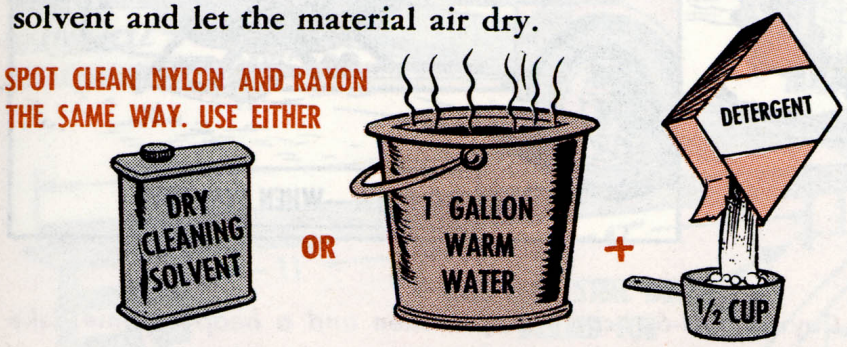
When nets have been caught in the rain, spread them out to dry before storing them. You'll be singing the blues if you leave them out longer than necessary because direct sun light weakens fibers.



Make a simple "A" frame for your slings and hang 'em up to dry out of the direct sun light. This baby will give you good air circulation and cut down on mildew — which ruins slings.

Hold down on the cleaning bit cause vigorous brushing can weaken the material. Clean only the soiled areas by shaking and brushing.

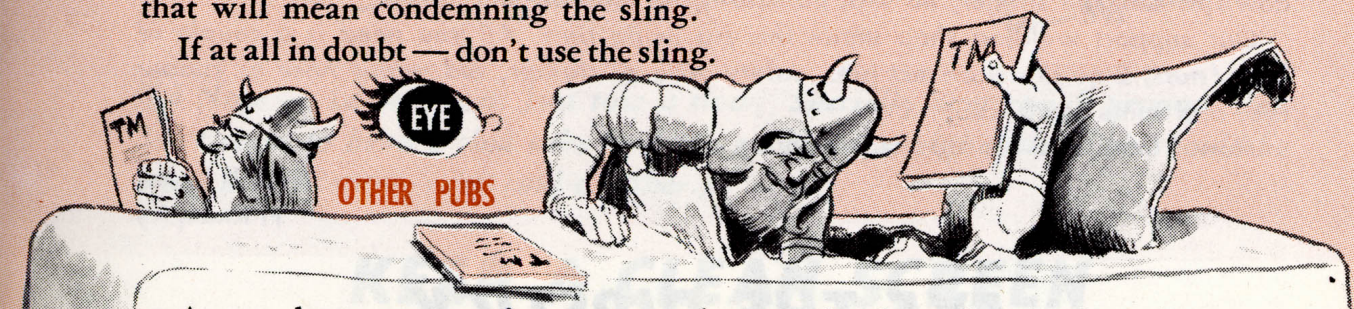
When shaking and dry-brushing won't fill the bill, spot-clean cotton components by gently brushing or rubbing the soiled areas with a soft-bristle brush or clean cloth dampened with dry-cleaning solvent, tetrachloroethylene, Spec Fed O-T-236. FSN 6810-819-1128 will get you a 5-gal pail. Rinse the area with solvent and let the material air dry.



Rough spots, burrs, rust and corrosion on metal and wood that won't clean off can be removed by using a metal file or by buffing with crocus cloth. Sandpaper will come in handy on wood items.

If you can't identify the material spilled on the slings, sing out to your support. You might be dealing with acid, fertilizer or some other destructive stuff that will mean condemning the sling.

If at all in doubt — don't use the sling.



As you know, some of your cargo bags and other sling-load equipment is also used by parachute riggers on air-drop operations. So, if you've got some time on your hands, rock 'n' roll your way thru these pubs for additional info:

TM 10-500 (7 May 65) Airdrop Supplies and Equipment, General.

TM 10-1670-240-20 (25 Apr 66) Miscellaneous Airdrop Canvas and Webbing.

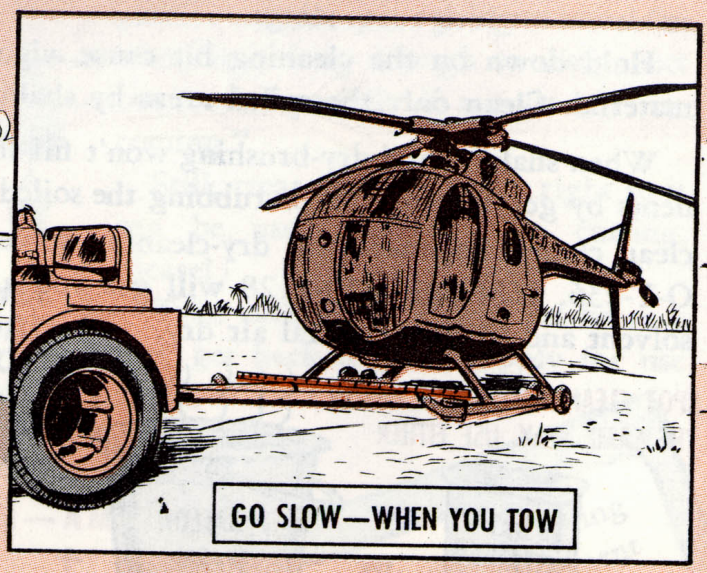
TM 10-1670-201-25 (3 Dec 65) Maintenance of Parachutes and Other Airdrop Equipment.

FM 10-8 (22 Oct 64) Air Delivery of Supplies and Equipment in the Field Army.

Rigging your sling loads does not call for a parachute rigger MOS although you may get some help from them if you're new in country. Once you get a little OJT under your belt, tho, you'll be in harmony with the old pros.

PS END

AWAY WE GO...WITH



Dear Editor,

Ground handling the Cayuse (OH-6A) can tie up 4 men and a heap of time. Like maybe when the defueling area is some distance from your maintenance tent or shop. This bump and grind, rut vs gut routine can stir up a mess of maintenance mayhem for man and machine.

We've cut manpower and time needed for push-pulling the LOH almost in half with a quick-disconnect attachment added to the towing bar (FSN 1730-967-9556).

With skids resting on stirrups the tail boom rides on a steady keel — no dropping down to sink the stinger; no skin punctures, no mashed mechanics.

Our support welding shop made this rig in jig time. All you need is a couple of bolts/nuts, 2 quick-disconnect pins, safety wire or clamps, old water hose or rubber tire, and some scrap iron.

Now 2 men and tug do the job safer, easier.

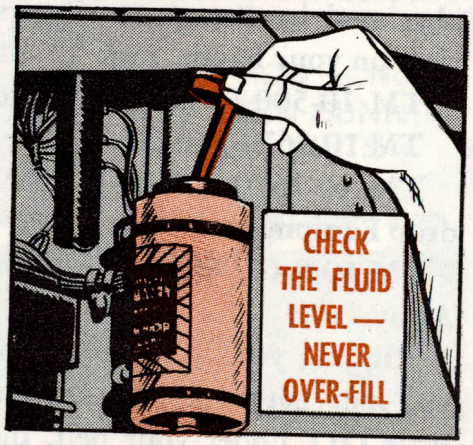
SP4 J. L. Lyons
Ft Knox, Ky

EYE THE DIPSTICK

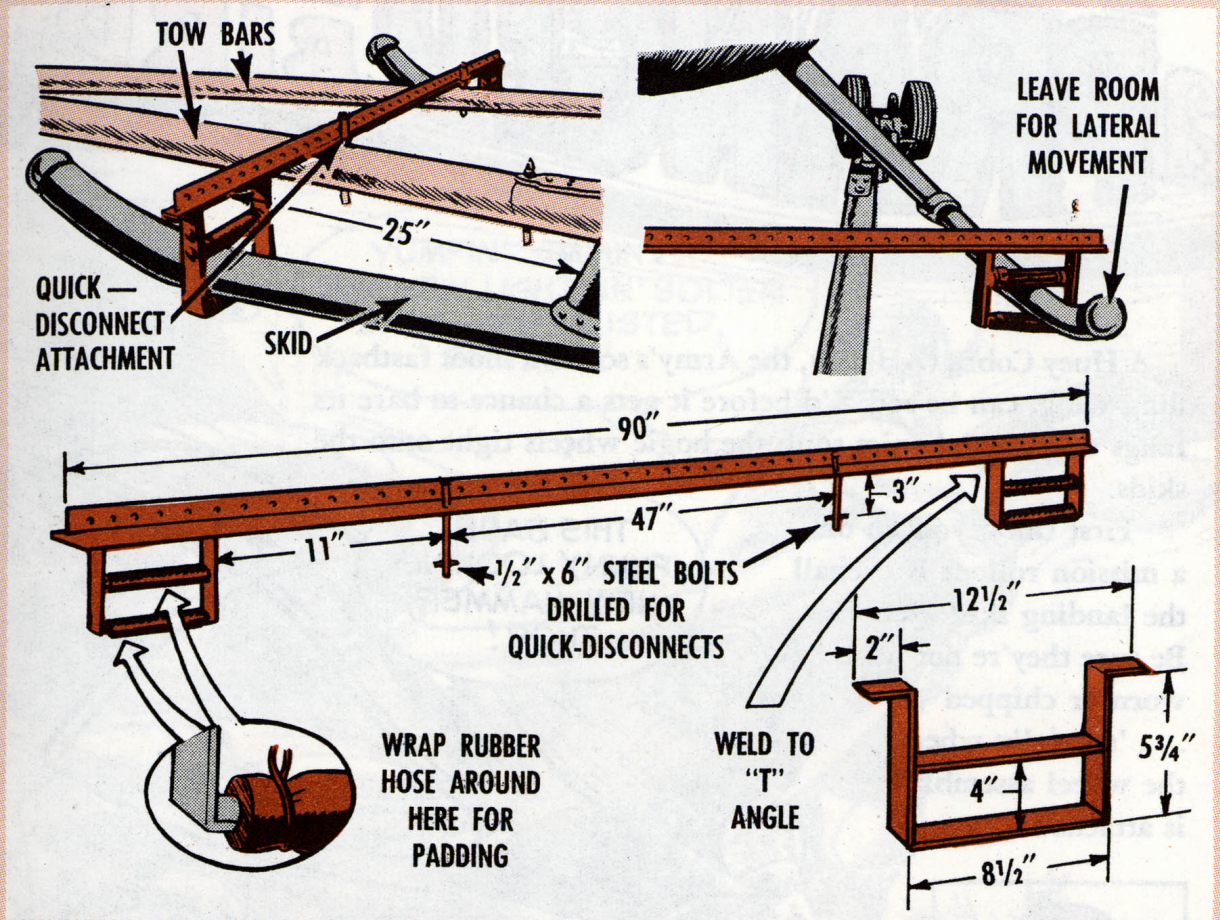
"Easy does it" when filling the hydraulic brake reservoir on your F-model Seminole.

Pour in MIL-H-5606 to the point of overflowing, and that red stuff will drip down on the Omni AN/ARN-30D, seep inside the cover and short out the works.

To keep the direction finder set out of the avionics shop for a thorough cleaning, add hydraulic fluid to within 1 inch of the reservoir top . . . that'll do the trick.



LOH TOW



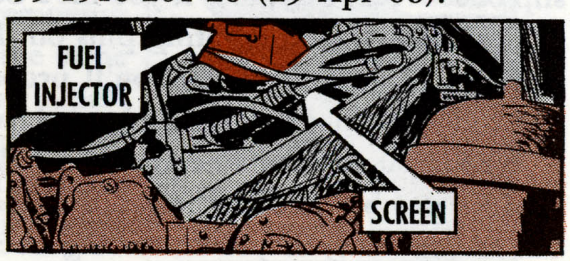
(Ed Note — Looks great. Just tow it slow! 'Specially over rough ground. You don't want to bend a skid tube by hitting a bump at high speed! This should be a big help in snow, rain, cold weather.)

KEEP A CLEAN SCREEN

To keep the fuel injector pump of your F model Seminole lubed, be sure you eye the fuel-injector oil screen for contamination every PMI.

You want clean oil for the oil-operated servo which is part of the fuel injector. A dirty screen will give you faulty fuel delivery — a rough running engine.

And remember — the screen gets cleaned every 3rd PMP according to the poop in para 5-336 of TM 55-1510-201-20 (29 Apr 66).

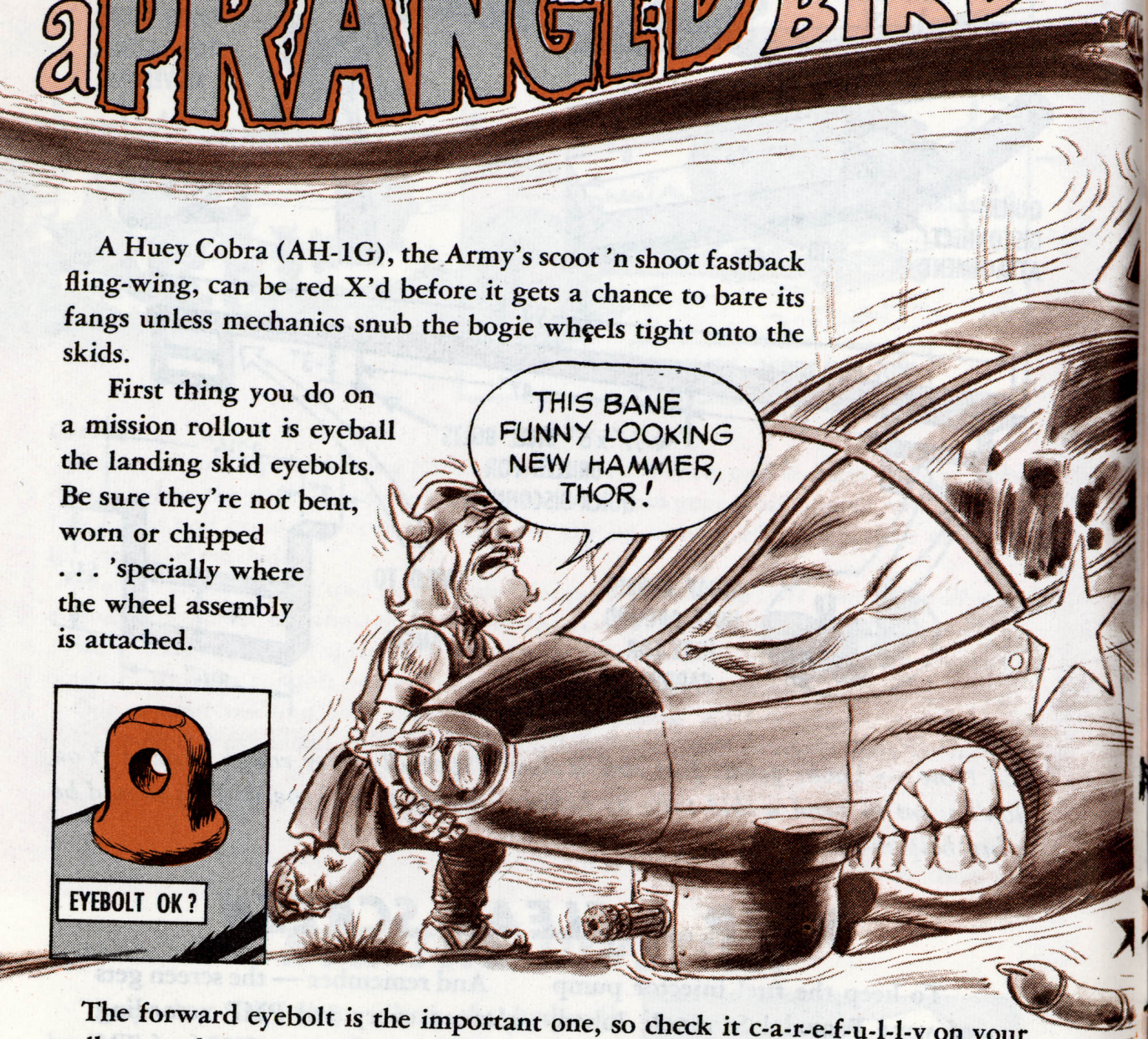


PMD COBRA BOGIE WHEELS . . .

PREVENT a PRANGED FANG BIRD

A Huey Cobra (AH-1G), the Army's scoot 'n shoot fastback fling-wing, can be red X'd before it gets a chance to bare its fangs unless mechanics snub the bogie wheels tight onto the skids.

First thing you do on a mission rollout is eyeball the landing skid eyebolts. Be sure they're not bent, worn or chipped . . . 'specially where the wheel assembly is attached.



The forward eyebolt is the important one, so check it c-a-r-e-f-u-l-l-y on your walk-around. If the wheel assembly doesn't fit snugly against it, the holding pin'll slip out — real easy, too, if you hit a bump while towing the bird.

Next, check the mounting pins on the wheels. Be sure they're straight, not chipped, cracked, broken. You'll probably find the fixed rear mounting pin in A-1 condition, but that spring-loaded front pin gets a real Sherlock Holmes exam.

When you add the wheels to the AH-1G, check the space between the pump cradle assembly and the forward eyebolt. Too much space allows the pin to slip out — 'specially if you're towing over rough terrain.

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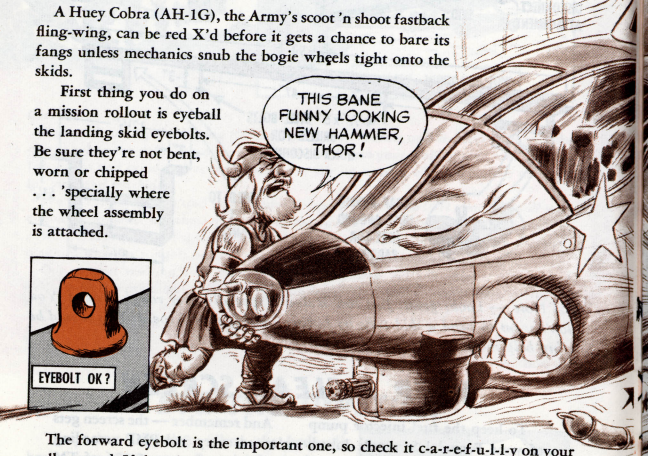

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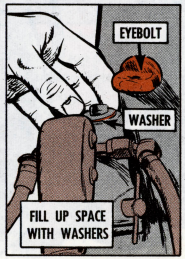
If the fangbird's wheel prangs, it sets down hard and part of the weapons system — like maybe the XM18 mini-gun — takes a knockout punch in its breadbasket. Not to mention the possibility of getting a spraddle-legged Cobrabird!

So-o-o-o, slip a washer — or two — on the pin to fill up the space. Make sure the wheel assembly and eyebolt are as close as a couple going steady.

One more tip, Podner. When removing the wheels, lower both sides at the same time. Saves a heap of strain on those cross tubes!

True, not every attack helicopter mission calls for a wheels-on-rollout, but when it does don't sandbag your Cobra Cong killer with lousy bogie wheel latch-on.



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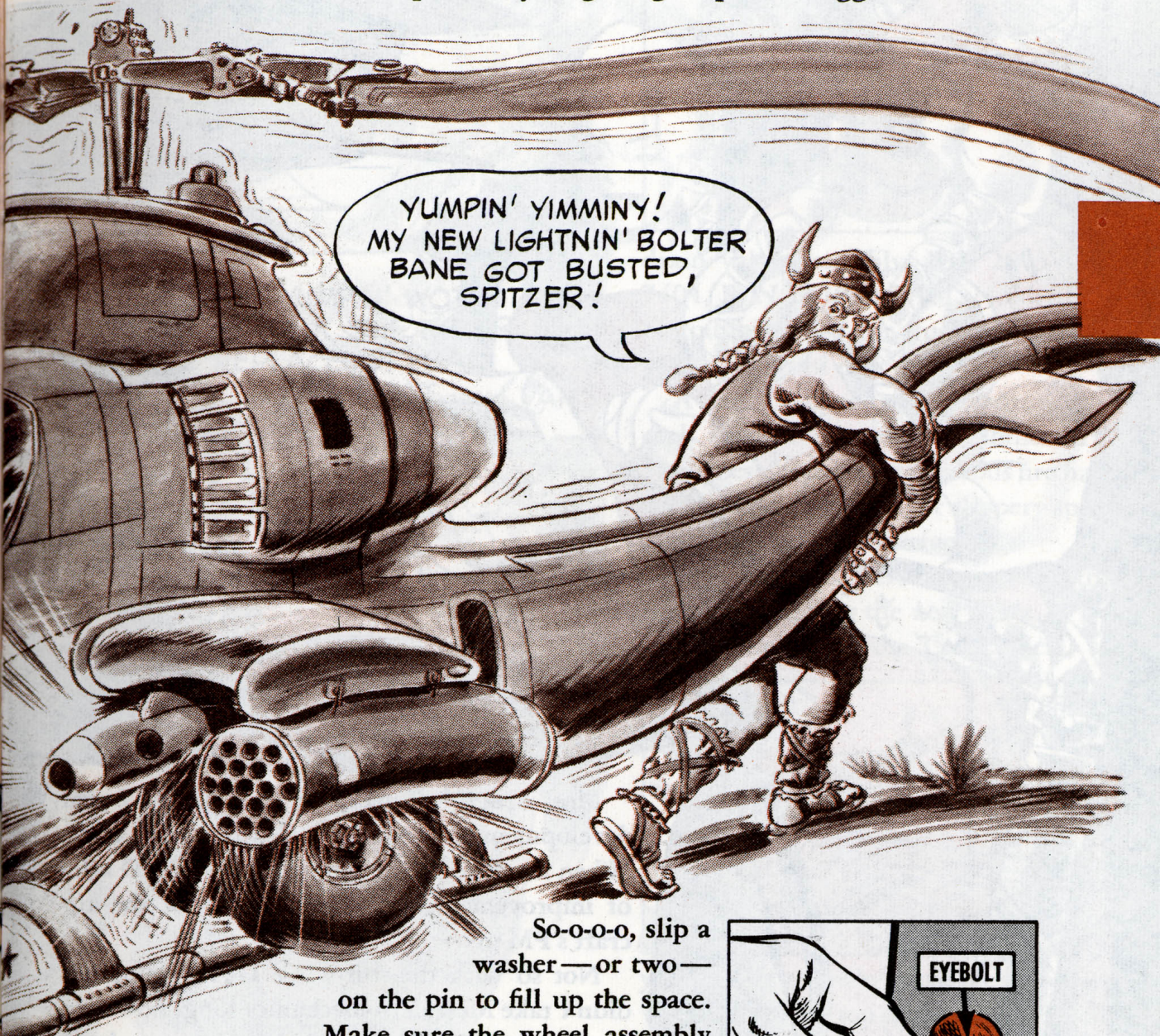

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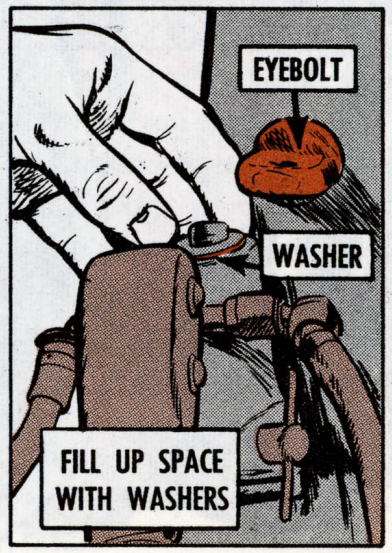

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T-41B MAINTENANCE TID-BITS...

Most Armybirds make the scene after a 7-year development-experiment-test-acceptance cycle. When knucklebusters pull their first PMD a lot of improvements have become part of the aircraft's PM pix.

Not so with the stiff-wing T-41B trainer. It didn't take Mescalero mechanics long, however, to come up with a covey of ideas that cuts down on time needed to service and maintain the bird. Additional operational safety was a follow-on bonus.

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MESCALERO MAGIC

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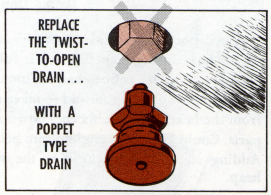
FUEL DRAIN DANDY

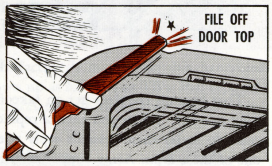
This little $1.26 gem saves mess-making when you make the fuel contamination check. Replace the twist-to-open drain with a poppet type drain plug. Like maybe an O-1 Bird Dog fuel



drain valve assembly, FSN 2915-532-7404, P/N BJ1000AS1M. No drilling or routing called for. Just take out ole plug . . . put in new one.

A push-to-open poppet type drain cock keeps hands, gloves, clothes dry. Fuel doesn't create a dangerous fire hazard to person or plane, or slippery spots if dripped on hard surfaces.

Hold on, tho, before you close the door after adding the new drain. It's a mite longer than the Cessna deal, so



you'll have to make a couple of passes with a file to the top of the door. File off a spot about one-sixteenth inch deep, one-half inch long.

If you don't have the Bird Dog drain valves, Cessna has a fuel drain kit, P/N 05626001-4, that comes with two fuel drain valves and a cup to catch fuel overflow.

Using either of these substitute drain systems will make your fuel sample job cleaner, safer.

PS MORE

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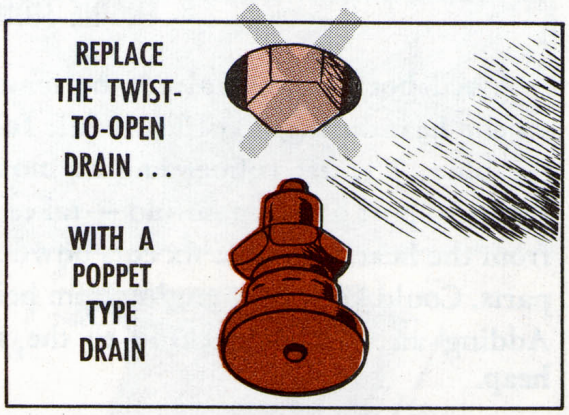

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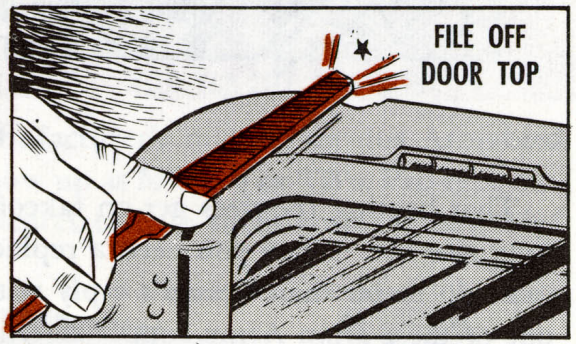

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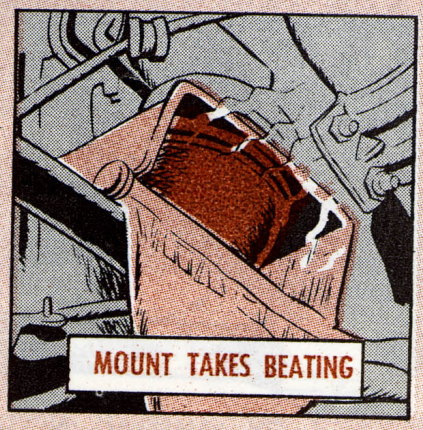
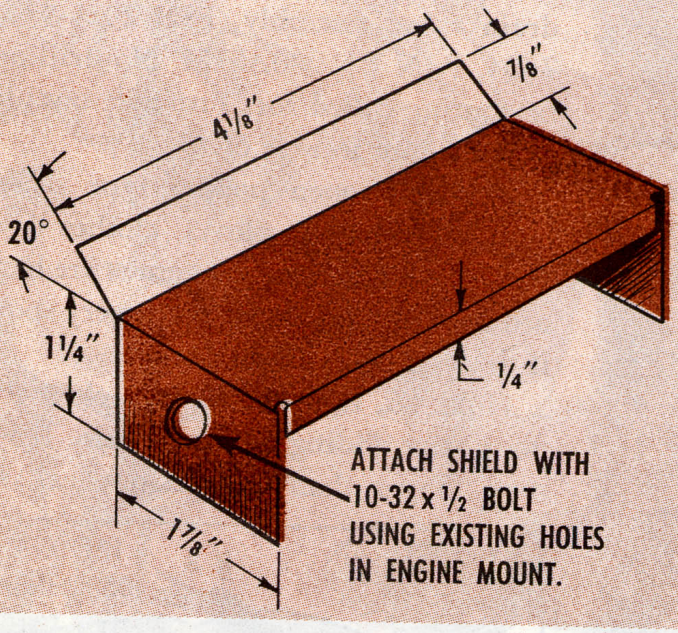
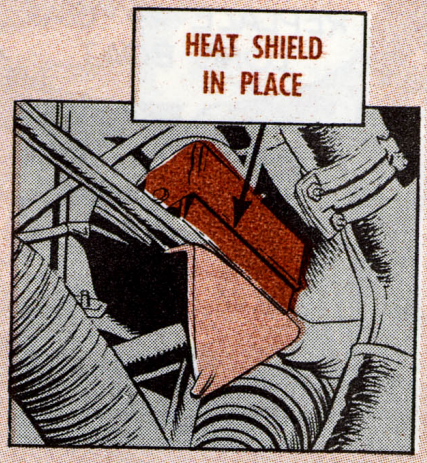
P.S. MORE

ENGINE MOUNT HEAT SHIELD

A red hot Continental engine manifold radiates mucho heat during takeoff or while full boring thru the blue. The aft rubber engine mount—about 4 inches to port of the manifold—takes a real beating from the heat. A simple fix cuts downtime and saves parts. Could keep your engine from being a dropout. Adding an asbestos backing to the shield helps a heap.







TIRE TIP

That beating the tires get on takeoff, touchdown, roll-out doesn't add up to long tire life. When you need a replacement, try using a heavy-duty tire. You can't do better than Cessna's 4-ply with 6-ply rated tire, P/NC-26003-0204, or one of these from Army supply system: FSN 2620-542-0127 (6.00x6) or FSN 2620-269-7553 (7.00x6).

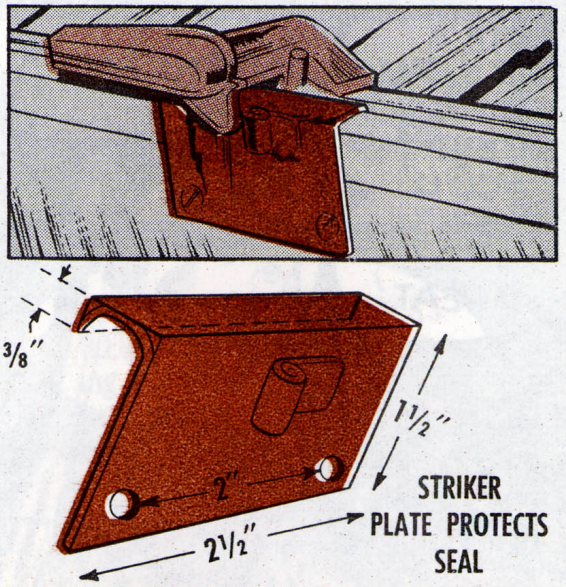
Any of these tires will last longer— save you much tire changing downtime —and they're not so likely to pop on touchdown when a heavy-handed birdman lands the Mescalero.

WINDOW LATCH, SEAL

Pilots have to lock the window before takeoff, and some heavy-handed types put too much muscle on the handle. Result: Broken roll pins, P/N NAS561P3-3, chewed rubber seal, and a window handle that windmills. A cockpit full of flying debris takes a pilot's mind off flying for sure.

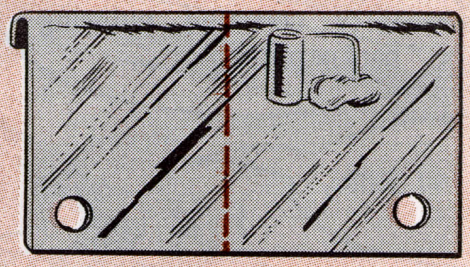
Make a new stainless steel striker plate to fit over the rubber seal. Spot weld a 3/8-in wide, 1-in long metal tab — one end rolled up 1/2 inch — to the striker plate to keep the handle from turning 360 degrees.

You might want to add a legend to each window that shows which way the handle turns: Clockwise for right window . . . counterclockwise for left window. Arrow-shaped pressure sensitive tape with legend written with felt-tipped pen should do a good job.



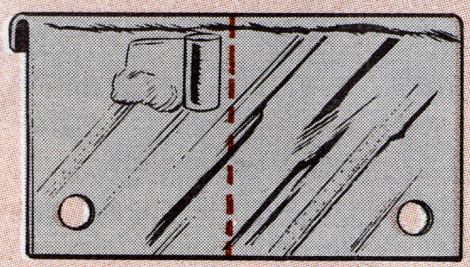
Weld the tab to right of center on the striker plate for left-hand windows . . . left of center for right-hand ones.

LEFT-HAND WINDOWS . . .



WELD TAB RIGHT OF CENTER

RIGHT-HAND WINDOWS . . .



WELD TAB LEFT OF CENTER

Remember . . . you only have a manufacturer's manual on this Armybird and these maintenance tid-bits won't show up as MWO's or TB's. Pro-type aircraft repairmen will dig into their experiences to help them keep the new bird airborne and mission ready.

USE THE MANUFACTURER'S PUBS

The Mescalero is an off-the-shelf job so there won't be any TM 55-series pubs. Hold on to the manufacturer's pubs and follow them to the letter.

Supply of parts and materials is strictly a local purchase deal with no military specs and FSN's assigned.

Take the engine oil, for example.

The oil must meet Continental Motors Corp Spec MHS-24A. At least 9 brands have oil that meets this spec.

COMMUNICATIONS
WITH A LITTLE PM AND LOTS OF ATTENTION YOU'LL HAVE LITTLE SWEAT!
BE YOUR OWN INSPECTOR . . .
MAKE THAT P
You can't do much better than get the message across, whether you're dealing with frolicsome females or the AN/PRC-8( ), -9( ), or -10( ) radio set.
BATTERY CABLE — Cracked, frayed, loose.
BATTERY PLUG — Pin bent, dirty, corroded, pull-ring bent or missing.
DIAL LOCK — Too loose, won't lock.
CONTROLS (tuning, volume squelch, power switch) — Binding, scraping, too loose, fail to function.
NUTS, BOLTS, SCREWS — Too loose, missing.
DIAL WINDOW — Broken, dirty, scratched.

COMMUNICATIONS

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BE YOUR OWN INSPECTOR . . .

MAKE THAT PERK

RT-174( ), RT-175( ), RT-176( )
RECEIVER-TRANSMITTER

PURR

You can't do much better than get the message across, whether you're dealing with frolicsome females or the AN/PRC-8( ), -9( ), or -10( ) radio set.

You'll spot some of the main trouble zones of the PRC-8 through -10 radio sets, with major deficiencies listed in **bold faced type.**

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CONTROLS (tuning, volume squelch, power switch) — Binding, scraping, too loose, **fail to function.**

NUTS, BOLTS, SCREWS — Too loose, missing.

DIAL WINDOW — **Broken,** dirty, scratched.

BATTERY CASE RUNNERS (LEGS — Bent, loose, missing.

BATTERY CASE (CY-744( )/PRC — Rusty, bent, corroded.

SPRING CLAMPS — Bent, loose, fail to make tight connection.

CASE — Bent, corroded, rusty.

ANTENNA INSULATOR — Dirty, broken, painted.

PS MORE

ERK

RT-174( ), RT-175( ), RT-176( )
RECEIVER-TRANSMITTER

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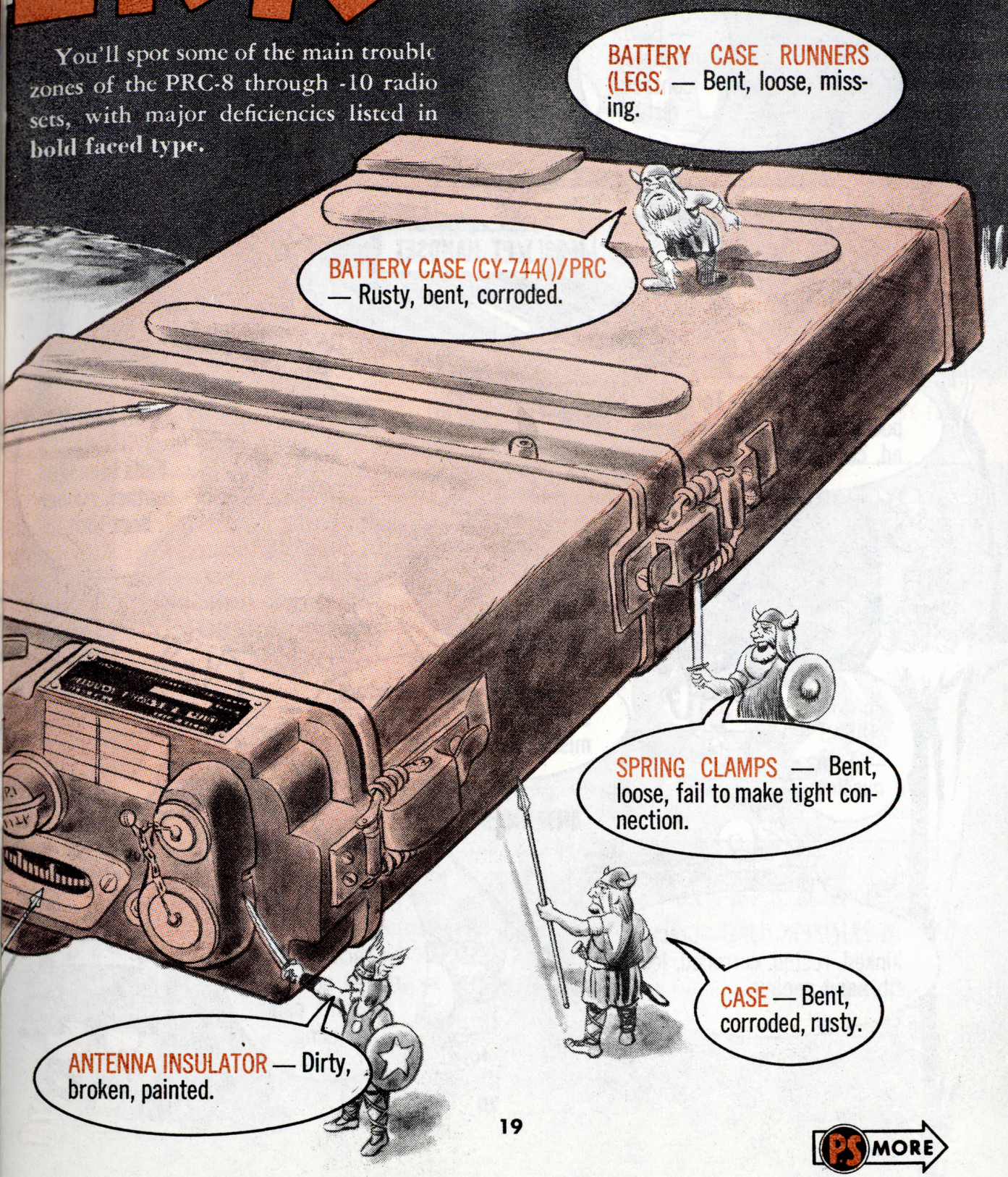
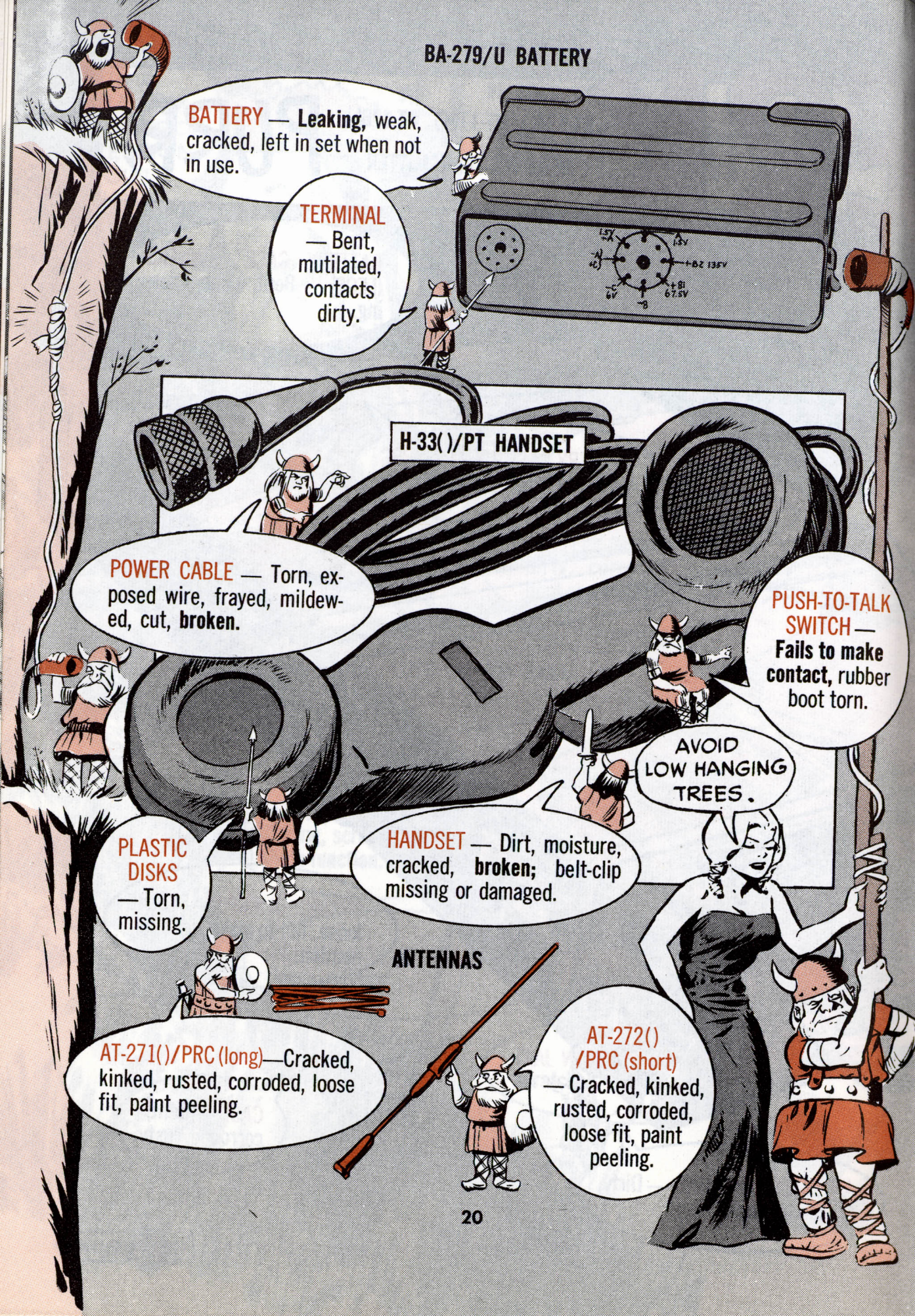
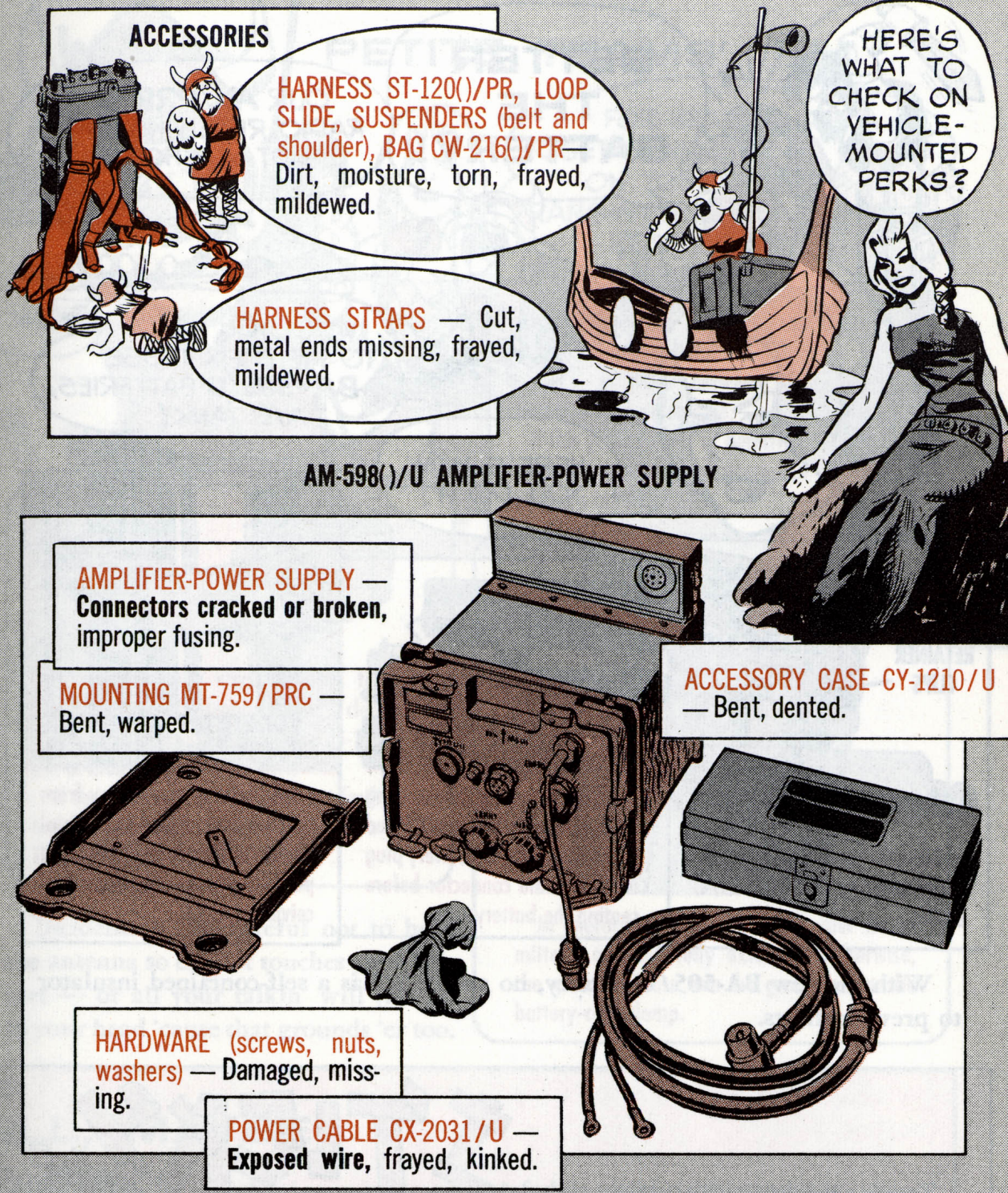


PS MORE


BA-279/U BATTERY
BATTERY — Leaking, weak, cracked, left in set when not in use.
TERMINAL — Bent, mutilated, contacts dirty.
H-33( )/PT HANDSET
POWER CABLE — Torn, exposed wire, frayed, mildewed, cut, broken.
PUSH-TO-TALK SWITCH — Fails to make contact, rubber boot torn.
AVOID LOW HANGING TREES.
PLASTIC DISKS — Torn, missing.
HANDSET — Dirt, moisture, cracked, broken; belt-clip missing or damaged.
ANTENNAS
AT-271( )/PRC (long)—Cracked, kinked, rusted, corroded, loose fit, paint peeling.
AT-272( ) /PRC (short) — Cracked, kinked, rusted, corroded, loose fit, paint peeling.



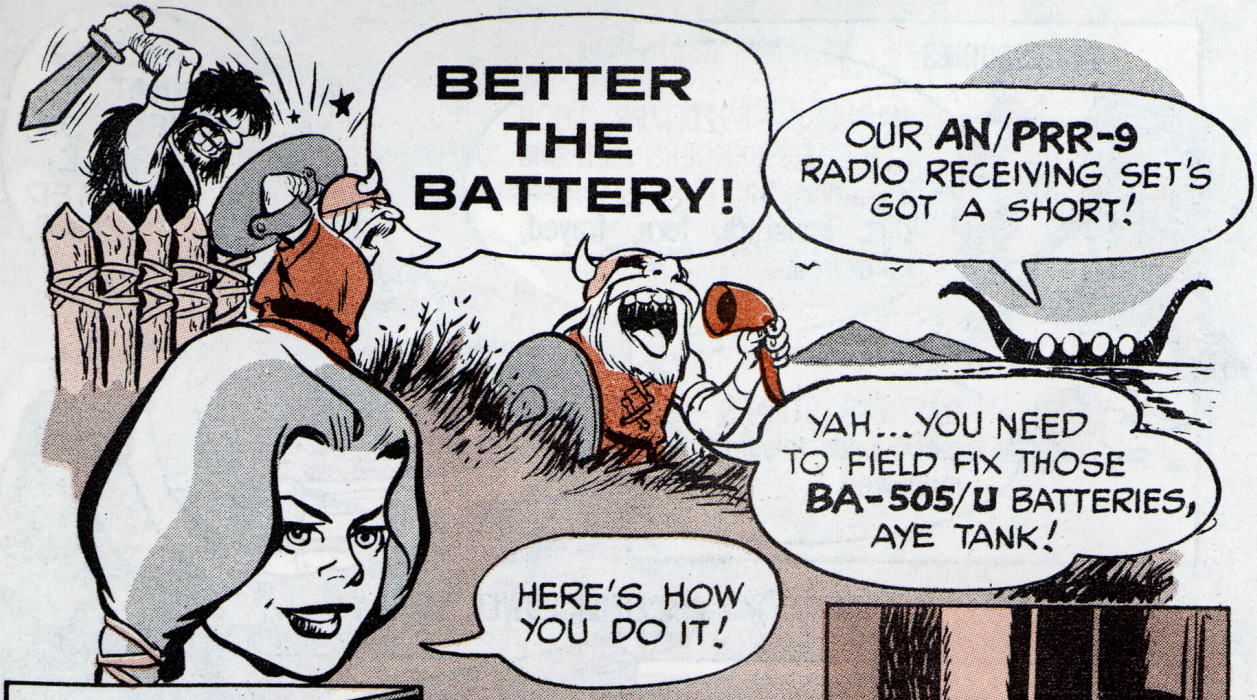
Just a reminder: Press that push-to-talk switch on your handset only when you're ready for conversation. Transmitting hits the battery about 10 times as hard as receiving.

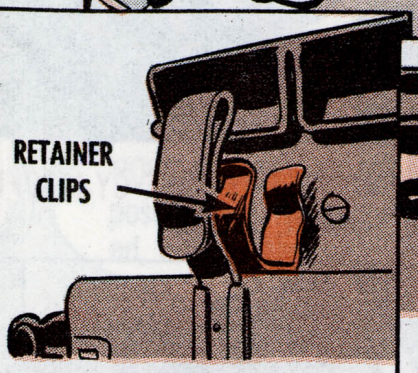
Here're some pubs you'll find helpful in keeping your Perk humming and happy:

TM 11-5820-292-10 (Sep 61) Changes 2, 3.

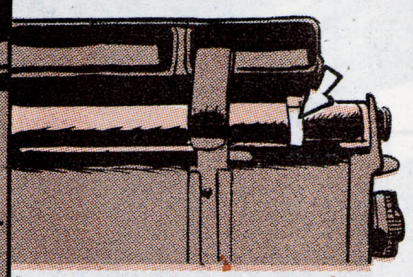
TM 11-5055 (May 54) Changes 1, 2, 3, 5, 6.

PS END

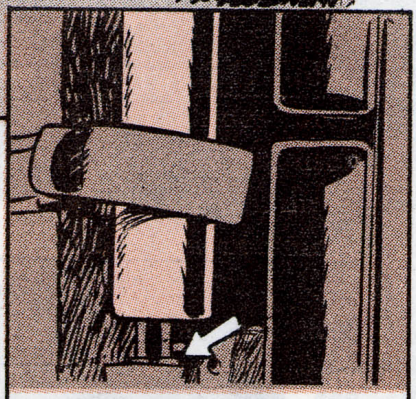




Spread the retainer clips to accommodate the BA-505/U easily.



Be sure to insert insulating tape, a thin O-ring or insulated spacer between the battery plug and the radio connector before seating the battery.



This'll keep the battery from shortin' out when the metal sleeve makes contact with the positive pin of the radio receiving set.

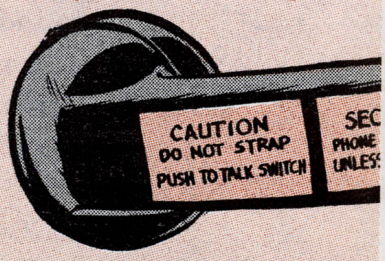
With the new BA-505/U battery, no sweat. It has a self-contained insulator to prevent shorts.

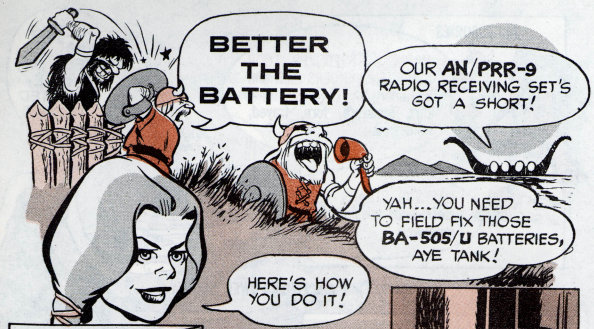
STICKY...?

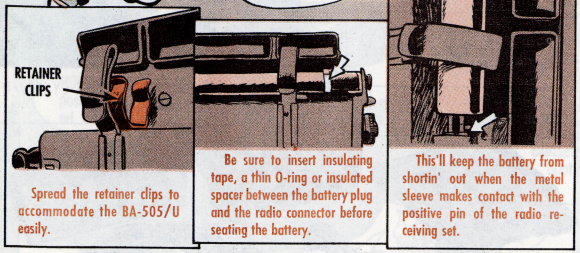
Tape's a mighty sticky subject, right?

Well, maybe not always so sticky. Those two strips of security-lettered pressure tape you may have stuck on the back of your H-60/PT handset (for your TA-43/PT and TA-312/PT telephone sets) had a bad habit of getting itself scratched off.

Naturally, it's no good to anybody scratched off . . . so,







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STICKY...?

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Well, maybe not always so sticky. Those two strips of security-lettered pressure tape you may have stuck on the back of your H-60/PT handset (for your TA-43/PT and TA-312/PT telephone sets) had a bad habit of getting itself scratched off.

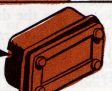
Naturally, it's no good to anybody scratched off . . . so,

PETITE TEAMS' PM

It's a good idea to make sure your PRR-9 receiver control-panel gasket's in place between the chassis and receiver case.

If this gasket's lost or defective, moisture seepage could plague the receiver's innards.

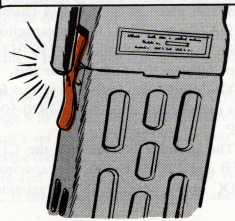
GASKET



When you have mike miseries, take off the transmitter microphone and clean the microphone element (FSN 5965-995-2242) of dirt or mud.

If the element's not clogged but faulty, get another one put in like it says in para 5-10, TM 11-5820-549-12 (Oct 66).

Incidentally, be careful not to hold the antenna so close it touches your helmet — or all your talkin' will just go to your head 'cause that grounds 'er too.



In operatin' your PRT-4, have your transmitter's antenna fully extended. Otherwise, the antenna base can be grounded to the battery-case clamp.

WELL, MAYBE

what you need is metal-foil decal FSN 7690-877-6865, covering the CAUTION label, and decal FSN 7690-877-6864, covering the SECURITY WARNING.

These'll hold better.

The ready-made decals are authorized by TB 750-911-1 (Oct 67) on page 47, but your local command decides whether you use 'em or not.

PETITE TEAMS' PM

FOR REAL SQUAD TOGETHERNESS, TEAM UP PM ON YOUR **AN/PRT-4** TRANSMITTING AND **AN/PRR-9** RECEIVING SET.

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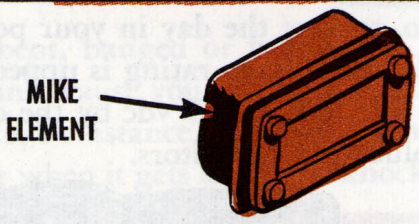

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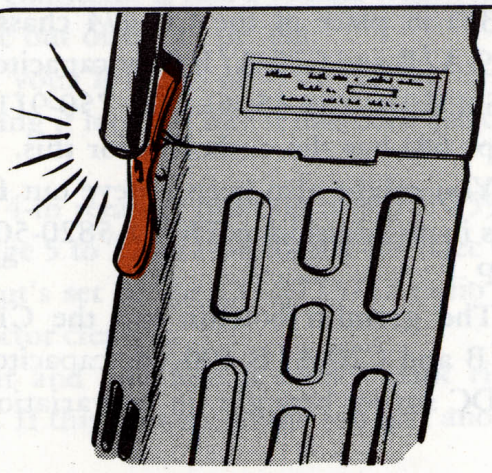

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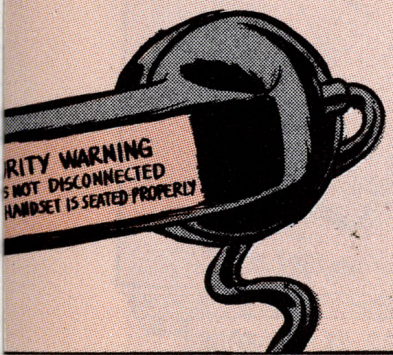

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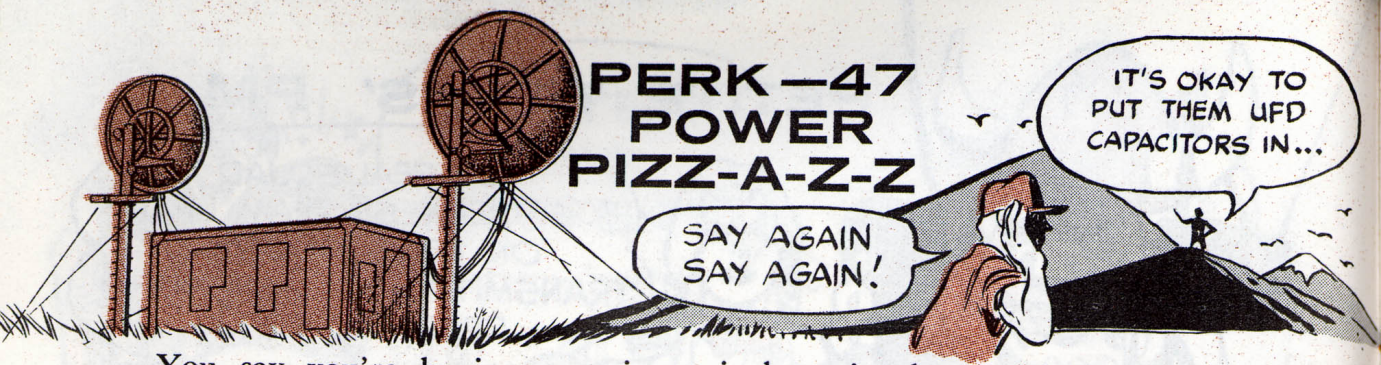


You say you're having capacitors going kaput in your AN/PRC-47 radio set when it's tied in with the AN/TRC-90A, -90B, -129 or -132 radio terminal set.

Don't sweat it.

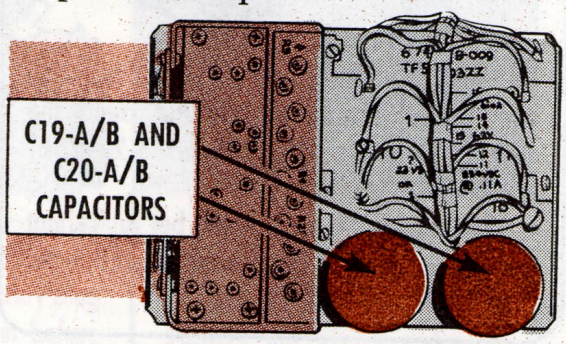
You're getting the go-ahead to put 35-35 ufd capacitors (FSN 5910-954-3038) in place of the CH-474 chassis' C19-A/B and C20-A/B filter capacitors (FSN 5910-889-4566). TB 750-911-3 (Apr 68) has the authority for this.

You might also keep an eye out for this in an addition to TM 11-5820-509-12P.

The gremlin botchin' up the C19-A/B and C20-A/B 400 vdc capacitors is DC surges brought on by variations in batteries, battery chargers or vehicular generator/regulator systems.

This'll destroy the filter capacitors which in turn knock the fail-safe saver off the Q1 and Q2 power oscillator transistors (FSN 5960-960-7315), and out they go.

So, to save the day in your portable Perk, the voltage rating is upped from 400 vdc to 450-525 vdc by the change in pluck-out capacitors.



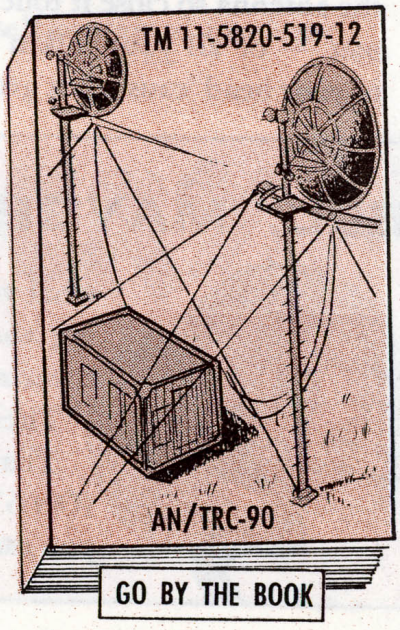
WHY SIDETRACK YOUR TRACK?

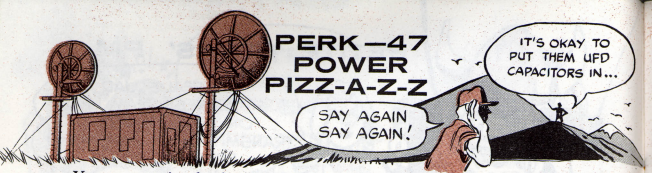
If you want to get there fastest with the mostest . . . then take the long way around when you give your AN/TRC-90( ), -129( ), or -132 radio terminal set its initial tuning control settings.

That's right. You go the whole route . . . you follow the book.

No shaky shortcuts like tuning the power amplifier through the receiver frequency. That can burn out the SHF pre-amplifier tunnel diode amplifier — which spells factory-repair down time.

Just stick with all the steps it shows in para 125 (a and b), Page 83, TM 11-5820-519-12 (Jun 64), and be sure you double-heed the warning about not tuning either receiver converter preselector to within 100 mc of the selected transmission frequency.





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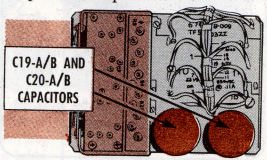

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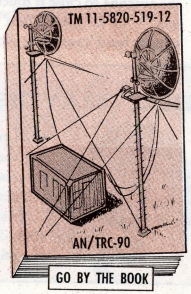
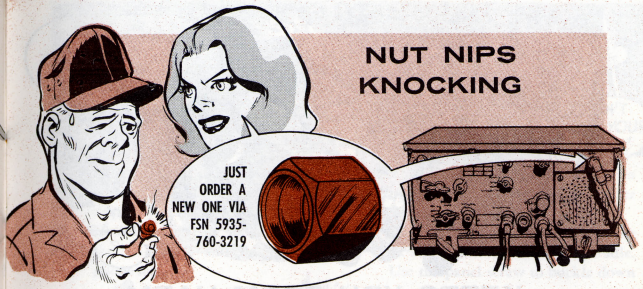




A bent, banged or botched-up antenna connector is like a vehicle with a leaky gas tank 'cause you can't get much mileage out of either of 'em.

Like, f'rinstance, the J301 connector on your RT-246 or -524 receiver-transmitter when it gets kicked or knocked, leaving it looking like it had been attacked by a mad alligator.

Your best bet's to protect it with a 3/4-in retainer bushing nut (FSN 5935-760-3219). You'll find it on Page 6 in Change 5 to TM 11-5820-401-20 (Dec 61).

O' course, you have to make sure the nut's set so the CG-1773/U radio frequency cable assembly's UG-913/U connector clears it.

When putting on this protector-type nut and you find it won't work right, just ream 'er with a reamer or sharp knife. If this doesn't do the job, get another nut.

SHINE ON . . . AND ON . . . AND ON

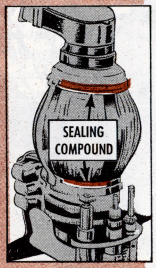
Keeping the light on the subject is a must when it comes to your AN/VSS-1 Xenon searchlight.

That's why it's mighty important the rubber gaskets and seals are up to snuff . . . not cracked, pulled loose or anything.

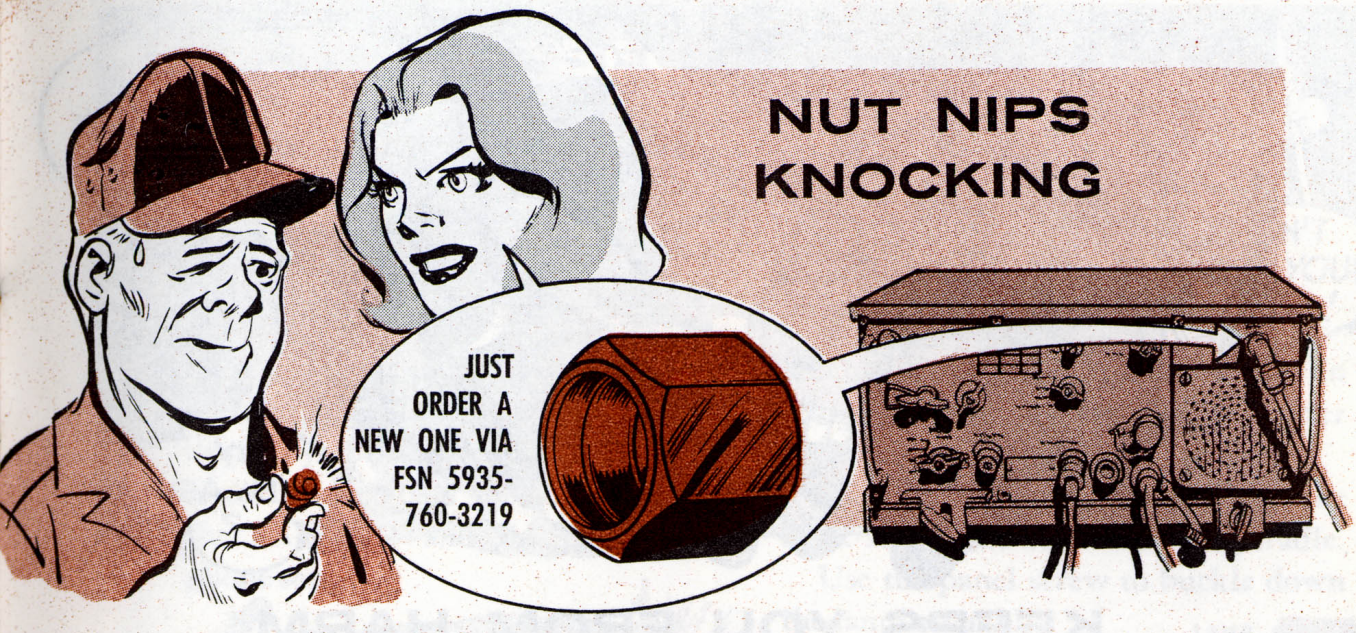
Like, when you're eyeing for trouble during a PM period you should take a good look at the rubber silicone sealing compound in the lamp housing assembly.

If the compound has given up to that Xenon lamp's hot heat, get 'er to your support maintenance for an uplifting with an upgraded sealing compound (FSN 8040-941-9984).

This'll keep that lamp in the pink and off the blink.



NUT NIPS KNOCKING



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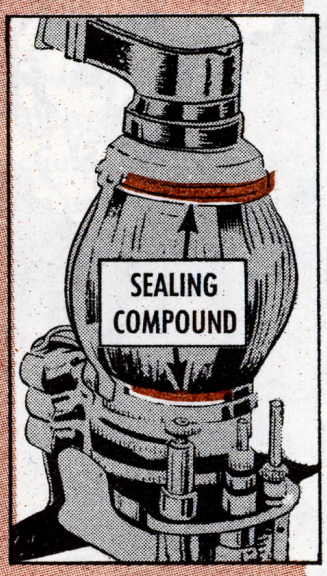
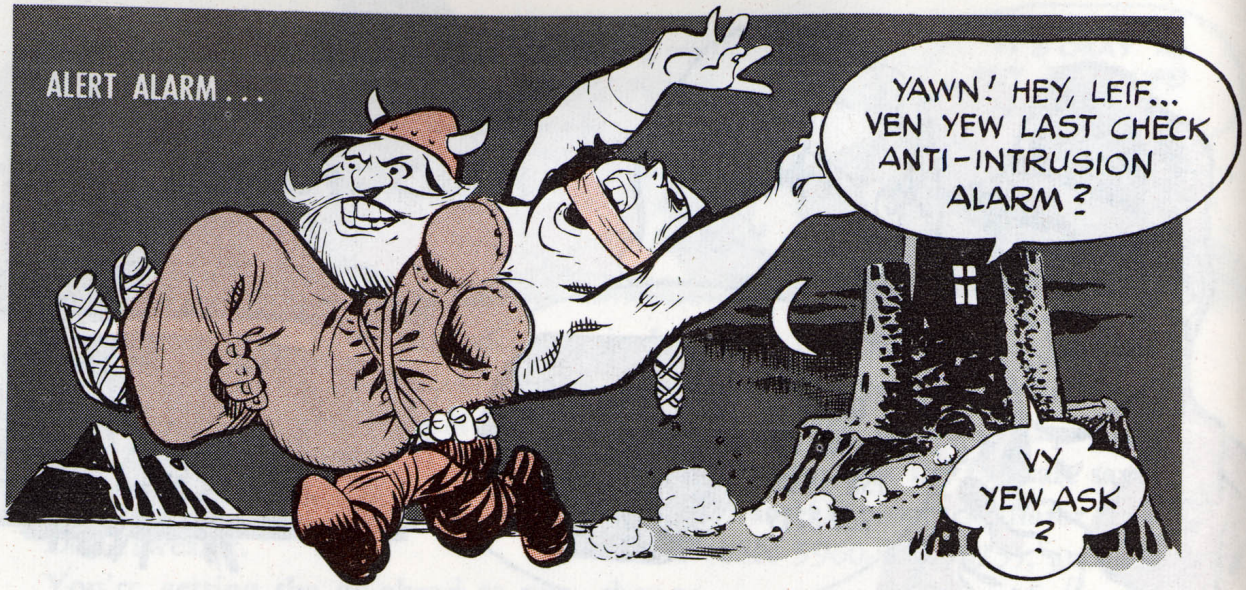




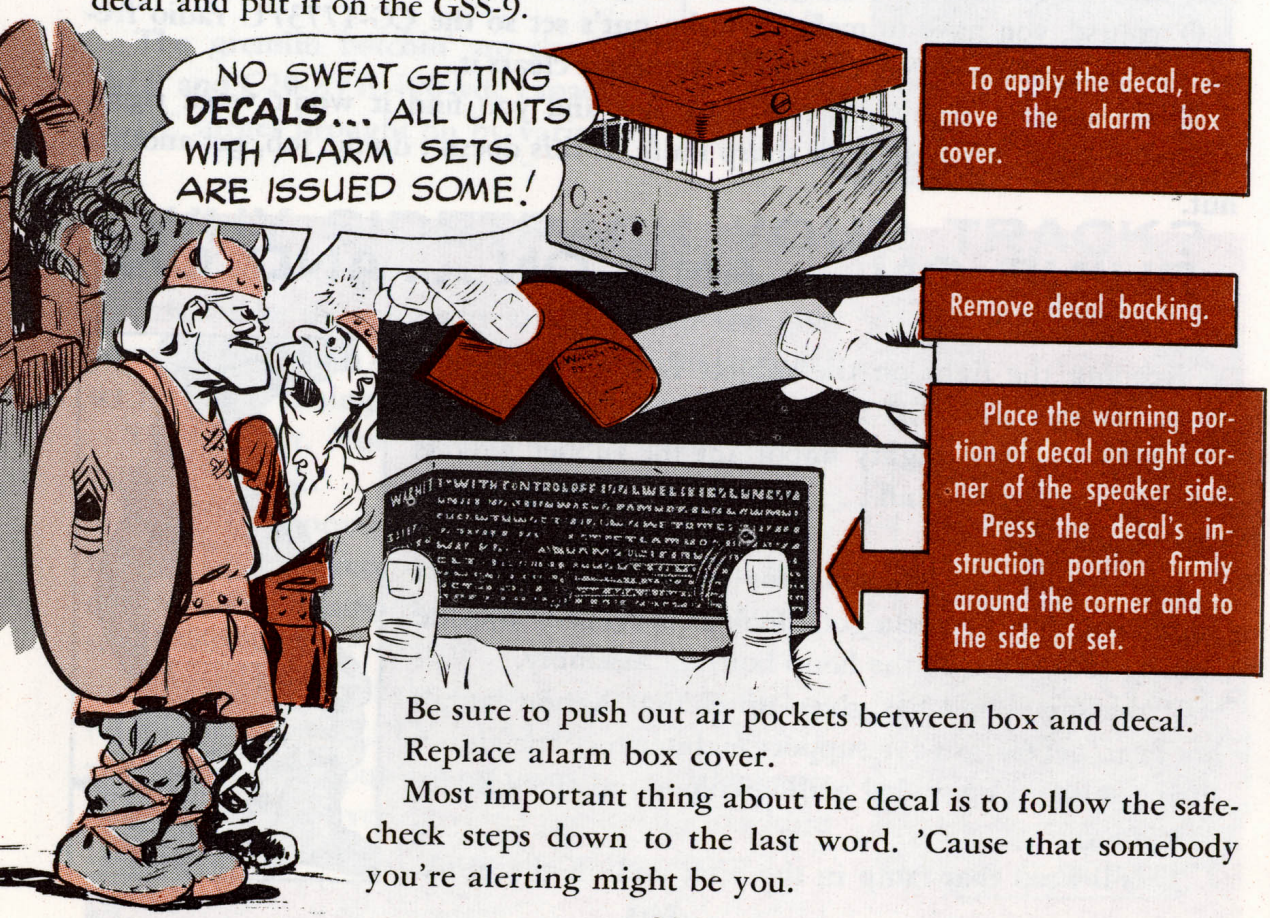
KEEPS YOU FROM HARM

Have you ever wound and set your alarm clock, but were late anyway 'cause you forgot to test the dinger to see if it was dinging?

So you were late to the job and got a chewin' or a dockin' . . .

If you'd been so casual with your AN/GSS-9 anti-intrusion alarm set you might not even get a chance to wake up late . . . you might not even wake up.

If you haven't done it already your best bet's to get a safe-check equipment decal and put it on the GSS-9.

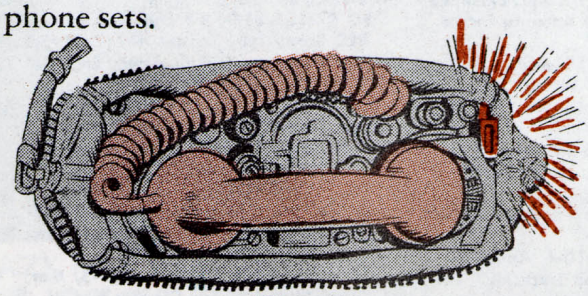


Be sure to push out air pockets between box and decal.

Replace alarm box cover.

Most important thing about the decal is to follow the safe-check steps down to the last word. 'Cause that somebody you're alerting might be you.

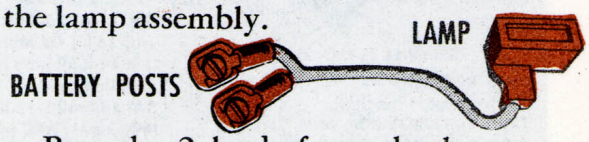
If you want to keep sensitive information away from unauthorized eardrums, you'll appreciate the off-hook security lamp (FSN 5805-789-3843) for the TA-43/PT and TA-312/PT telephone sets.



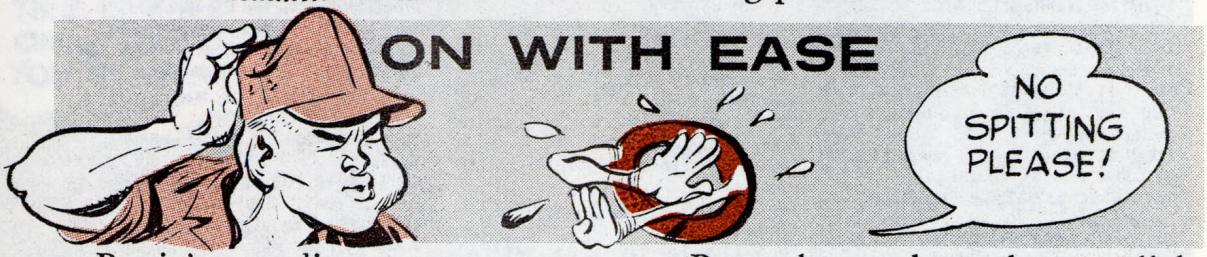
This lamp'll be a shining wonder in letting you know when the transmitter is open and transmitting.

Remove the panel screw next to the hook-switch end of the retaining cradle.

Use the panel screw to buckle down the lamp assembly.



Run the 2 leads from the lamp assembly around the cradle to the BAT binding posts and secure 'em.



Puttin' an audio connector on your AN/VRC-12 series or AN/PRC-25 series radio set can be aggravatin' when the connector's O-ring is hard or dry.

Yep! . . . But, before you spit on 'er to make the U-182/U or U-229/U connector slip on easier, give a look.

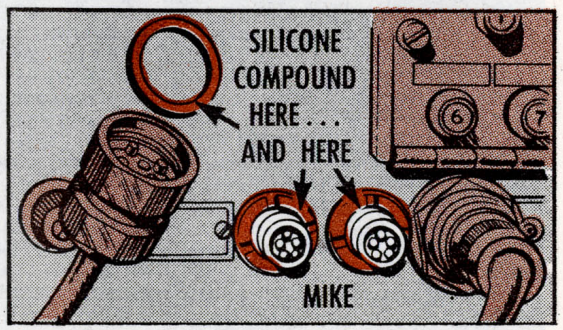
Squeeze a little silicone compound (FSN 5970-159-1598) out on your fingers, thin it by rubbing your fingers together, then rub it on the O-ring.

While you're at it rub it around the connector on the RT-246, -524, or -505 receiver-transmitter.

This'll keep the O-ring or moisture seal from rolling out of the cable connector.

Remember to keep the coat light. 'Cause a little goes a long way, and gucking it on will build up a dust catcher.

By wetting the O-ring instead of using the compound, there is a tendency for the connector to corrode or short out your commo equipment in warm climates and freeze up in cold ones.



PUBS

This is a selected list of recent pubs of interest to organizational maintenance personnel. The list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4, Ch 5 (Feb 68), TM's, TB's, etc.; DA Pam 310-6, Ch 3 (Apr 68), SC's and SM's; DA Pam 310-7 (Apr 68), MWO's.

TECHNICAL MANUALS

TM 3-4240-269-12, Apr, XM28E4 Riot Control Agent Mask.
TM 5-1450-203-20P, Mar, Pershing.
TM 5-2410-229-12, Apr, Air Droppable Full Trkd DED Tractor.
TM 5-3431-208-15 C1 May, Welding Equip.
TM 5-3431-219-15 C1, May, Welding Equip for Welding Set ARC.
TM 5-3805-211-10 C5, May, Graders.
TM 5-3805-244-25, Apr, DED 4x2 20 Ton Dump Truck.
TM 5-4110-221-25P, Apr, 5,000 BTU Cap Panel Type Field Portable Mech Refrig Unit.
TM 5-4120-212-15 C1, May, 36,000 BTU Skid Mtd Air Conditioners.
TM 5-4120-232-15, Apr, Hawk Air Conditioner.
TM 5-4120-234-15 C1, May, 36,000 BTU Skid Mtd Air Conditioners.
TM 5-4210-200-25P, Apr, Fire Fighting Truck.
TM 5-4210-202-20 C2, May, Fire Fighting Equipment Truck.
TM 5-4310-205-25P, Apr, Air Compressors 80 CFM.
TM 5-4310-206-10 C1, May, Air Compressor 600 CFM.
TM 5-4310-216-15 C4, May, Air Compressors 5 CFM.
TM 5-4310-227-25P C1, May, 15 CFM Air Compressors.
TM 5-6115-345-12, Apr, DED Gen Set 15 KW 60 Cyc.
TM 5-6115-424-12, Mar, Gen Sets Eng Drvn 60 KW 60 Cyc.
TM 5-6115-428-15, May, 100 KW Dsl Eng Gen Set.
TM 5-6115-450-15, Mar, Gen Sets Eng Drvn 10 KW 400 Cyc.
TM 5-6675-205-15 C5, May, Mapping and Surveying Equip.
TM 9-1005-262-15, Feb, XM23/XM24, XM41 Armament Subsystem.
TM 9-1410-375-12P/1, Apr, Pershing.
TM 9-1430-250-15P/8/1 and 15P/12, May, Nike-Herc.
TM 9-1430-250-15P/9/1, Apr, Nike-Herc.
TM 9-1440-250-15P/3/1, May, Nike-Herc.
TM 11-5895-463-15, Apr, AN/MSC-31A Operation Center Communications.
TM 11-5895-558-12, Mar, AN/TRC-146 Radio Set.
TM 11-5985-295-15, Apr, Extended Range Antenna Kit Antenna Group OE-15/TRC-24.
TM 11-6625-200-15, Mar, ME-26( )/U Multimeters.
TM 11-6625-801-15, Mar, RO-189/G Oscillograph.
TM 11-6625-1635-12, Mar, MK-1004/ARC Maint Kit Electron Equip.
TM 11-6625-1676-15, May, Mdl 175A Oscilloscope.
TM 55-2320-211-10-1, Apr, M51 M51A2 5-ton Dump Truck.

TM ESC'S

TM 5-4600-200-ESC C1, Apr, Water Purification Unit.
TM 5-6100-201-ESC, Apr, Eng Driven 5 KW 60 Cyc Gen Sets.
TM 9-2300-216-ESC/1 C1, Mar, M110 Howitzer.
TM 9-2300-257-ESC/1, Apr, M113A1 Carrier.
TM 9-2300-257-ESC/2, Apr, M577A1 Command Post.
TM 9-2300-257-ESC/3, Apr, M107/M107A1 Mortar Carriers.
TM 9-2300-257-ESC/4, Apr, M132A1 Flame Thrower.
TM 9-2320-208-ESC/1 C1, Apr, M38A1 ¼-ton Truck.
TM 9-2320-208-ESC/2 C1, Apr, M38A1C M38A1D ¼-ton Truck.
TM 9-2320-208-ESC/3 C1, Apr, M170 ¼-ton Ambulance.
TM 9-2320-209-ESC/1 C1, Mar, M34 M35 M36 M36C 2½-ton Truck.
TM 9-2320-209-ESC/3 C1, Mar, M49 M49C 2½-ton Tank Truck.
TM 9-2320-209-ESC/5 C1, Mar, Repair Shop Trk Mtd 2½ Ton M185 M185A1 Van Expansible M292 Van M109 109A1.
TM 9-2320-209-ESC/9 C1, Mar, M49A1C 2½-ton Tank Truck.
TM 9-2320-209-ESC/11 C1, May, M109A1 2½ Ton Repair Shop and M292A1 2½ Ton Expansible Van.
TM 9-2320-211-ESC/2 C1, Mar, M62 M543 5-ton Wrecker.
TM 9-2320-212-ESC C2, Apr, M37/M37B1 ¾-ton Truck.
TM 9-2320-212-ESC/1 C1, May, M43 M43B1 ¾-ton Ambulance.
TM 9-2320-218-ESC C1, Mar, M151/M151A1 ¼-ton Truck.

LUBRICATION ORDERS

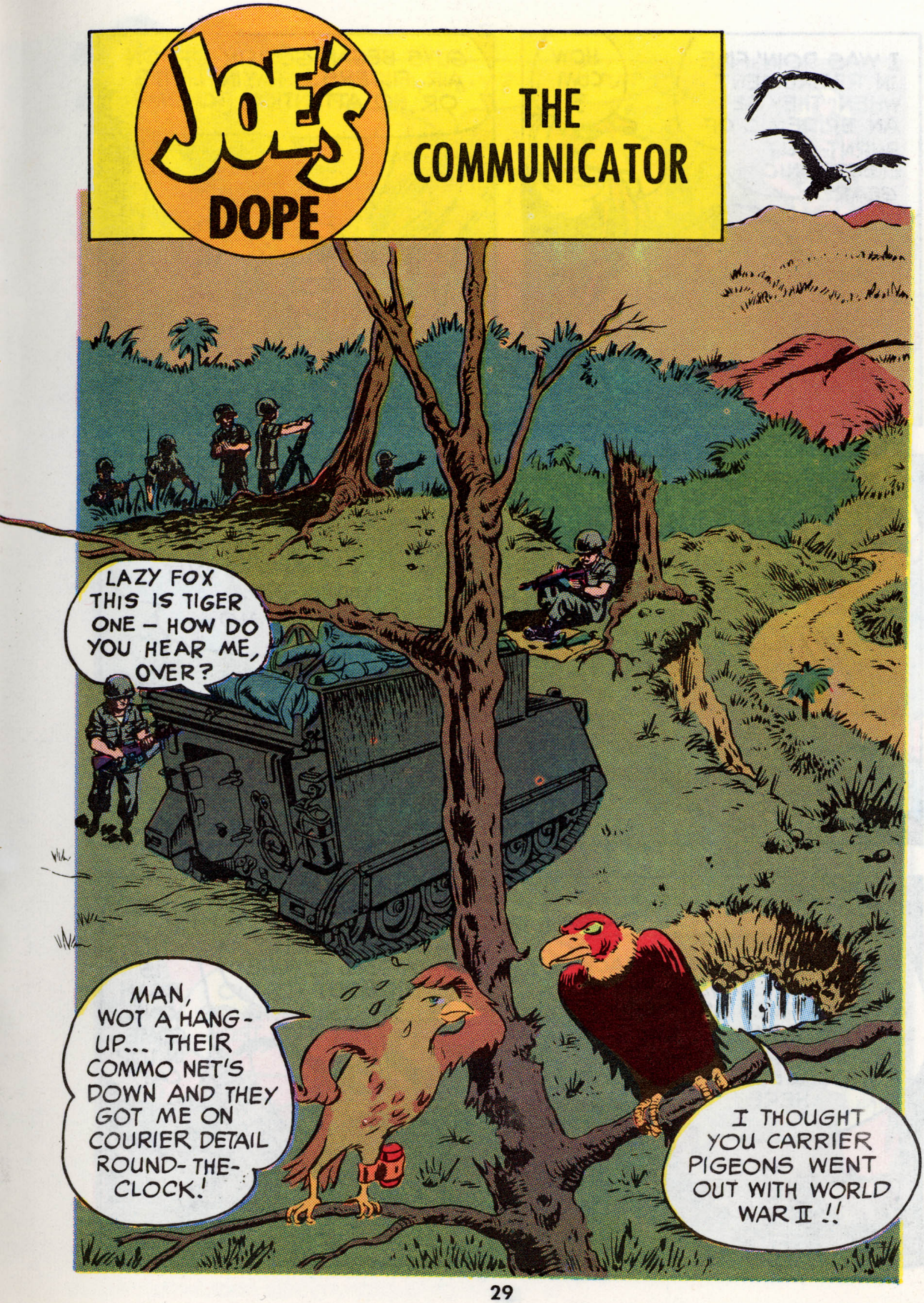
LO 5-2410-229-12-1, Mar, DED Full Tracked Tractor Caterpillar Mdl D6B W/Eng Caterpillar Mdl D333.
LO 5-3805-224-12, Apr, Towed Earth Moving Scraper.
LO 5-3805-239-12-1 and -2, Apr, DED Scoop Type Loader Allis-Chalmers Mdl 645M w/Allis-Chalmers Eng Mdl 3500.
LO 5-3805-243-12-1 and -2, Apr, DED Scoop Type Loader 10,500 Lb Cap Eaton Yale & Town Trojan Mdl 3000M w/Eng Cummins Mdl C-180-C1.
LO 5-3805-245-12-1 and -2, Mar, DED 4 Wheel Scoop Type Loader Allis-Chalmers Mdl TL-645 w/Engine Allis-Chalmers Mdl 3500.
LO 5-3810-206-12-3 -4 and -5, Mar, Crane-Shovel 40 Ton Crawler Mtd Basic Unit Harnischfeger Mdl 855BG.
LO 5-3810-289-12-1, May, 12½ Ton Crawler Mtd DED Crane-Shovel.
LO 9-2320-224-12 C3, May, M114/M114A1 Carrier.
LO 9-2350-201-12 C1, May, Series Tanks.
LO 55-1930-205-12-1, May, Lighter Amphib (LARC V) SP Diesel.
LO 55-1930-205-12-2, May, Lighter Amphib (LARC V).

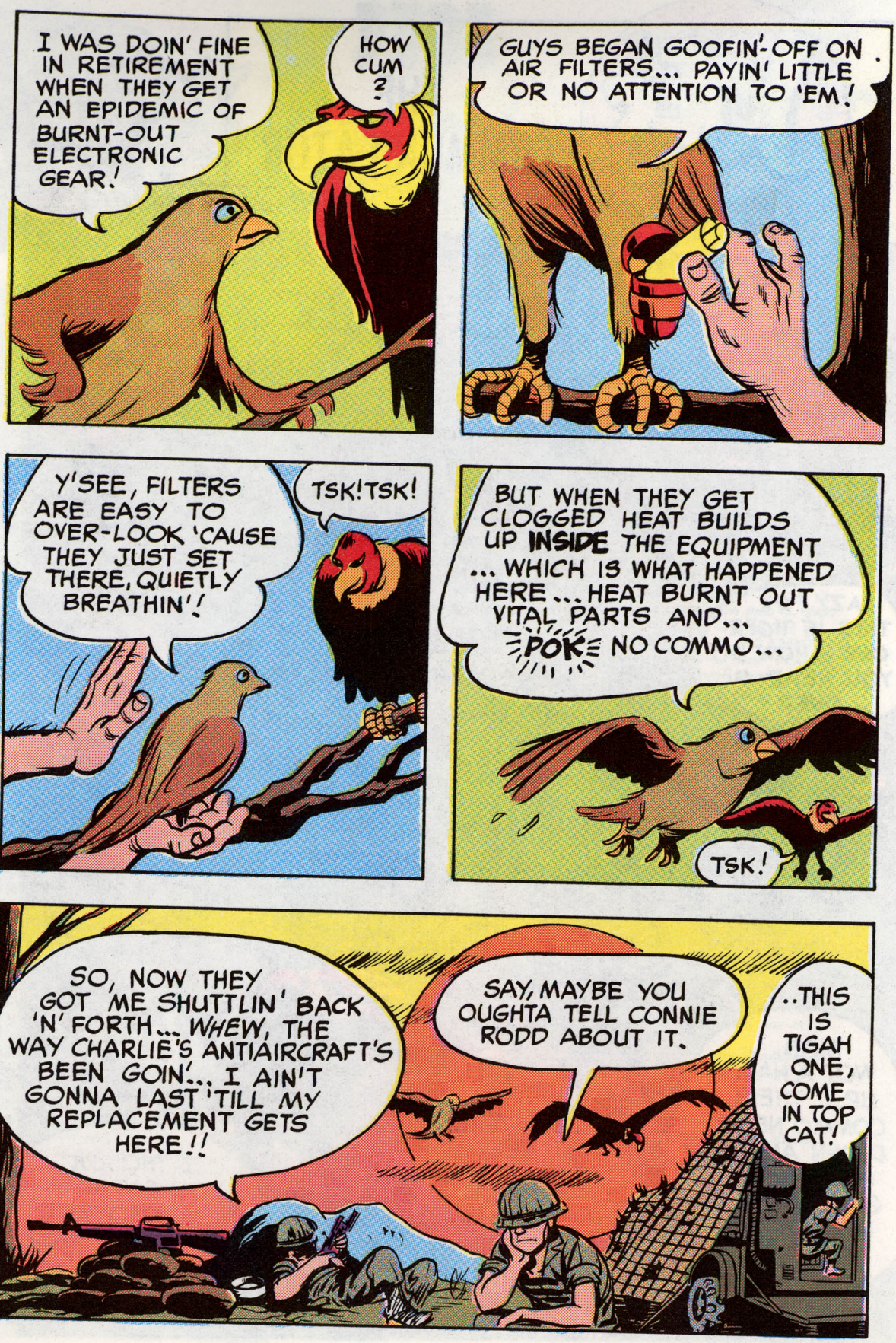
MODIFICATION WORK ORDERS

9-1005-219-30/3 C1, May, M48A3 Tank.
9-1100-200-20/3, May, Honest John.
9-2300-216-30/17, May, Instal of Imp Eng and Transmission Decks M107 Gun M110 Howitzer.
9-2300-216-30/20, May, Replacement of Elevating Drive Column M107 Gun/M110 Howitzer.
9-2300-216-40/2, May, Installation of Spade Strut Reinforcing Bar M107 Gun M110 Howitzer.
9-2300-216-40/3, May, Replacement of Turret Bump Blocks M107 Gun M110 Howitzer.

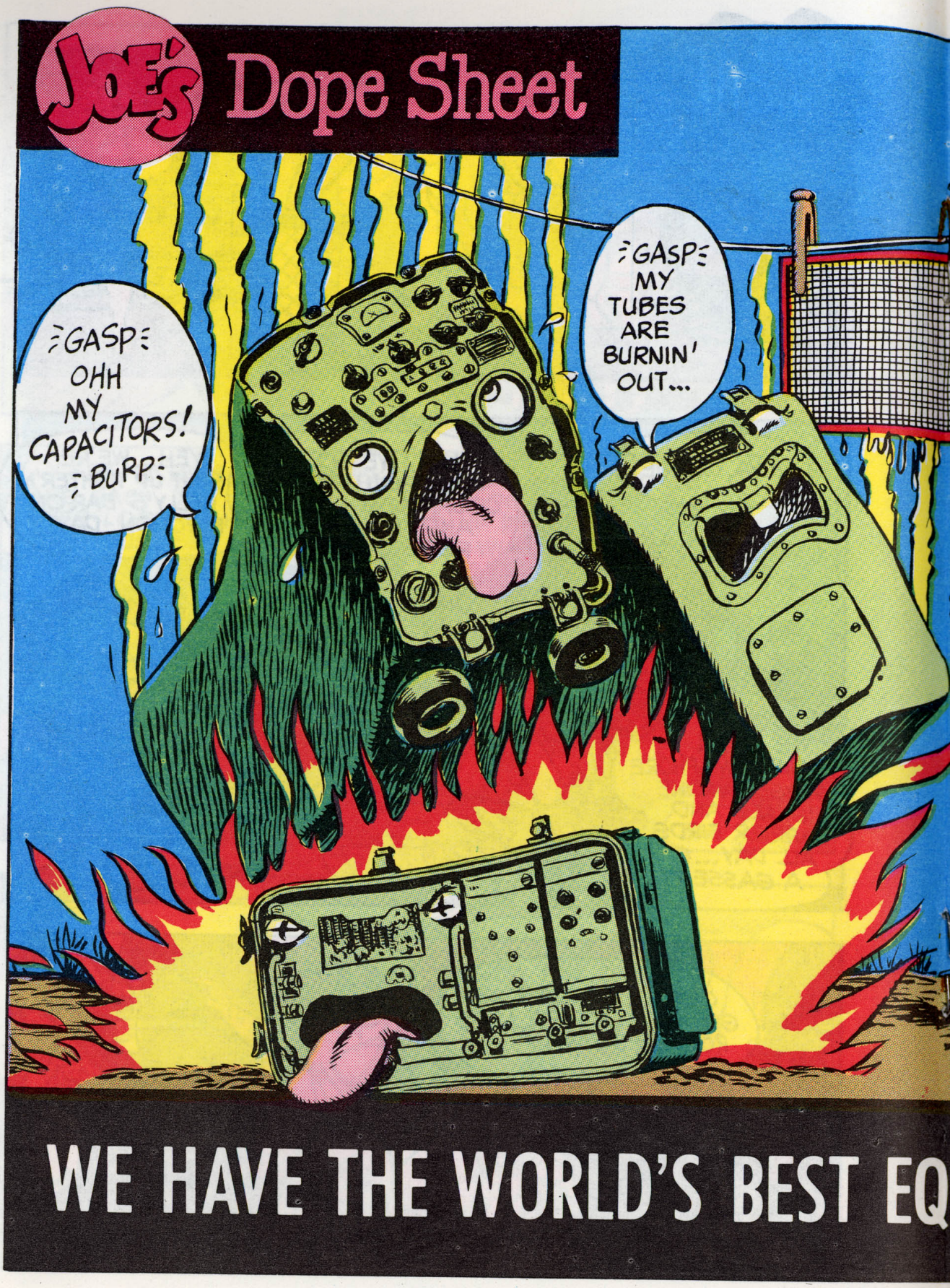
MISCELLANEOUS

SC 1375-94-CL-P02, Apr, Demolition Equip Set.
SC 5180-97-CL-E27, Apr, Welders Tool Kits.
SC 5180-99-CL-A01, Apr, Aircraft Mechanic's General Tool Kit.
TB 9-1430-254-12/2, Mar, Hipar Sys Troubleshooting Indicators Imp Nike-Herc Air Defense Guided Missile Sys and Nike-Herc Anti Tactical Ballistic Msl Sys.
TB 11-6665-204-12, May, TS-784 Radiac Calibrator.


JOE'S DOPE
THE COMMUNICATOR
LAZY FOX THIS IS TIGER ONE – HOW DO YOU HEAR ME, OVER?
MAN, WOT A HANG-UP... THEIR COMMO NET'S DOWN AND THEY GOT ME ON COURIER DETAIL ROUND-THE-CLOCK!
I THOUGHT YOU CARRIER PIGEONS WENT OUT WITH WORLD WAR II !!


I WAS DOIN' FINE IN RETIREMENT WHEN THEY GET AN EPIDEMIC OF BURNT-OUT ELECTRONIC GEAR!
HOW CUM?
GUYS BEGAN GOOFIN'-OFF ON AIR FILTERS... PAYIN' LITTLE OR NO ATTENTION TO 'EM!
Y'SEE, FILTERS ARE EASY TO OVER-LOOK 'CAUSE THEY JUST SET THERE, QUIETLY BREATHIN'!
TSK! TSK!
BUT WHEN THEY GET CLOGGED HEAT BUILDS UP INSIDE THE EQUIPMENT ... WHICH IS WHAT HAPPENED HERE ... HEAT BURNT OUT VITAL PARTS AND... POK NO COMMO...
TSK!
SO, NOW THEY GOT ME SHUTTLIN' BACK 'N' FORTH... WHEW, THE WAY CHARLIE'S ANTIAIRCRAFT'S BEEN GOIN'... I AIN'T GONNA LAST 'TILL MY REPLACEMENT GETS HERE!!
SAY, MAYBE YOU OUGHTA TELL CONNIE RODD ABOUT IT.
..THIS IS TIGAH ONE, COME IN TOP CAT!

THAT NIGHT
R-E-A-L-L-Y?
PUFF
PUFF
HIYA, CONNIE!
MAN, WE GOT BURNT-OUT TUBES, CRISP CAPACITORS AND FRIED RESISTORS!
YEH... WE'RE SHUT UP TIGHTER'N KELLY'S BAR ON ELECTION DAY!
OOHH... WE BEEN USIN' SEMAPHORE FLAGS, SMOKE SIGNALS AND CARRIER BIRDS ALL DAY... IT'S A GASSER!
HMMM
OKAY... BEFORE WE GO ANY FURTHER, LET'S POST THIS PIN-UP!

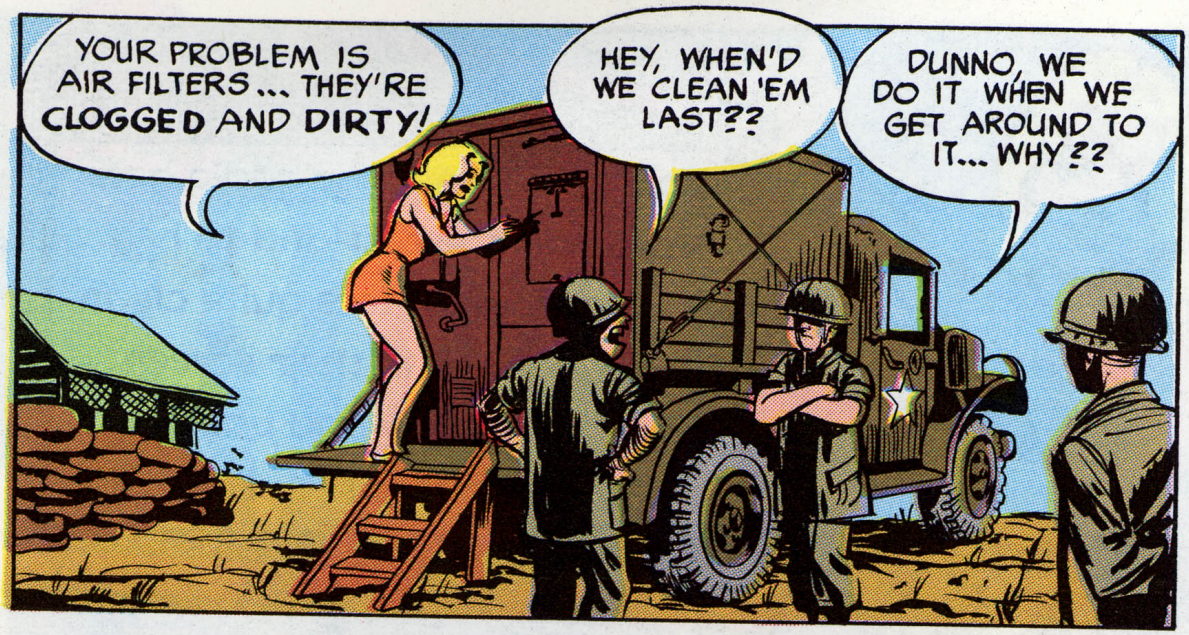


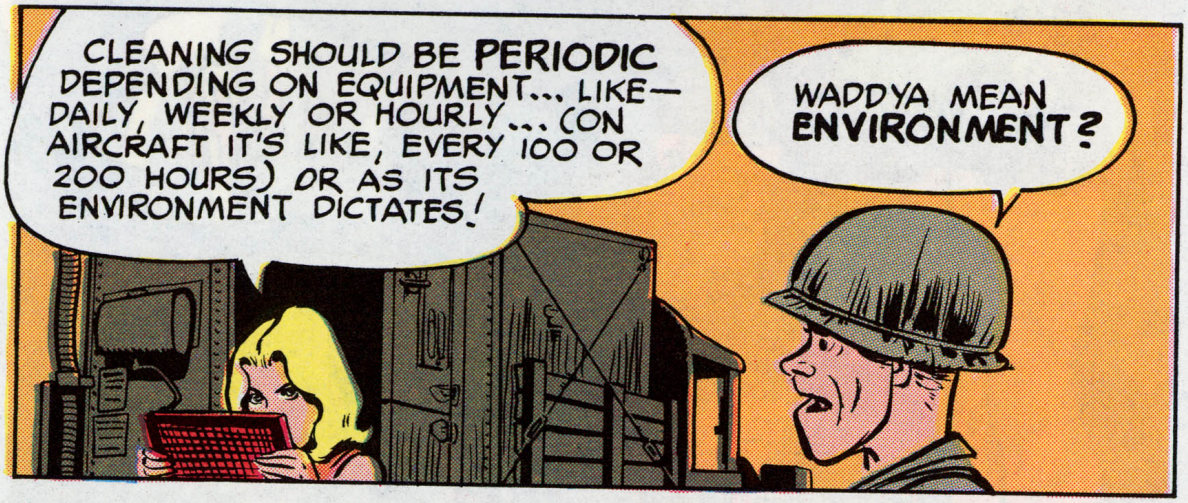
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLE

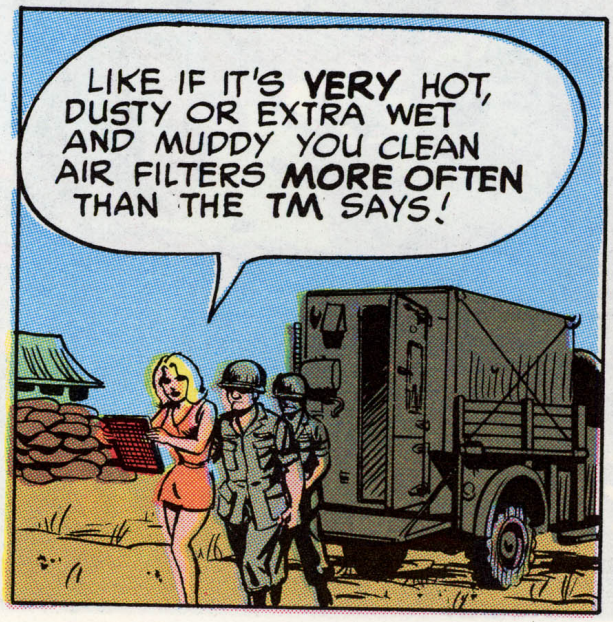
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

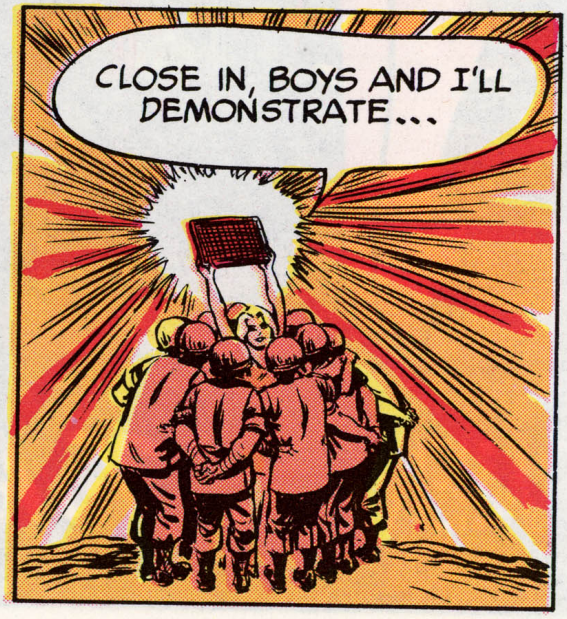
QUIPMENT ...Take care of it

ETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.


YOUR PROBLEM IS AIR FILTERS... THEY'RE CLOGGED AND DIRTY!
HEY, WHEN'D WE CLEAN 'EM LAST??
DUNNO, WE DO IT WHEN WE GET AROUND TO IT... WHY??

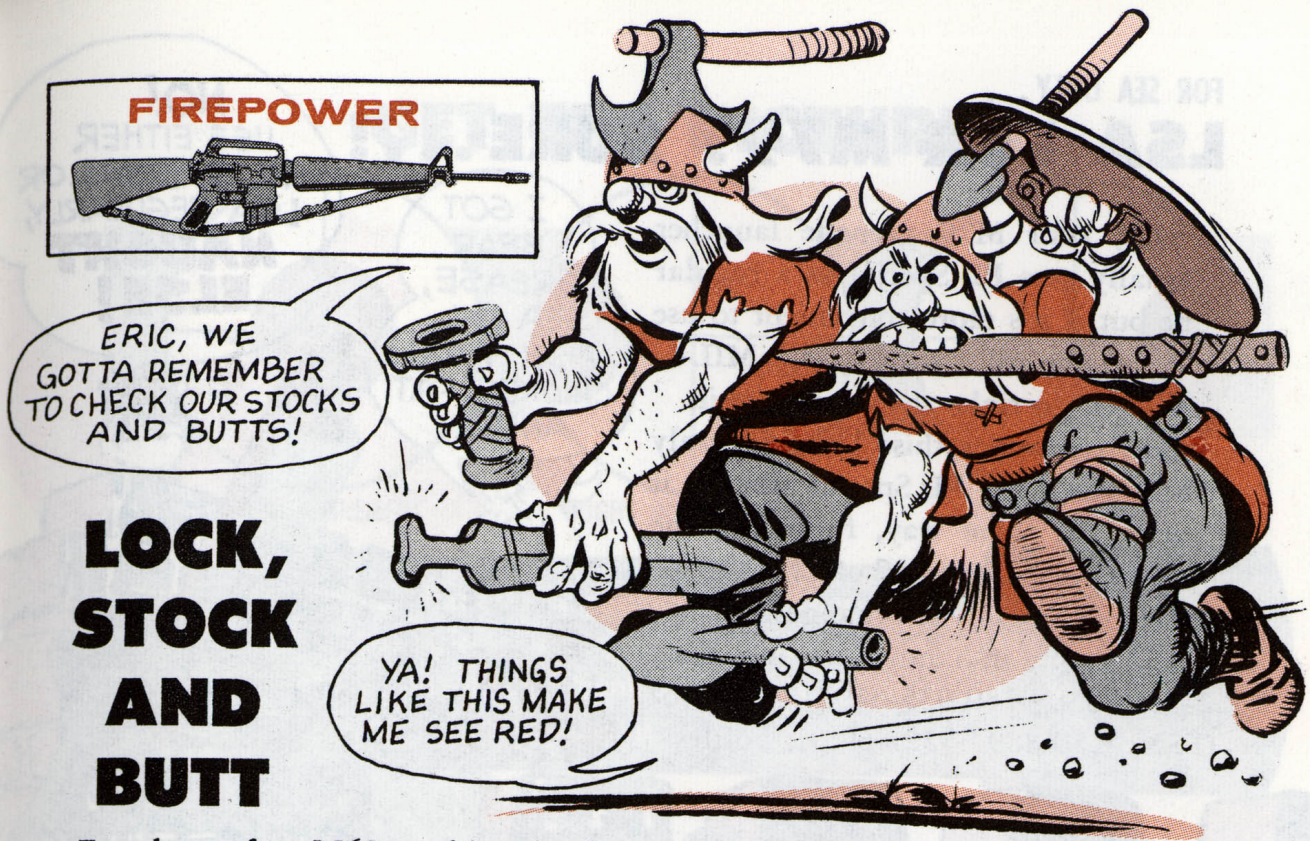

CLEANING SHOULD BE PERIODIC DEPENDING ON EQUIPMENT... LIKE— DAILY, WEEKLY OR HOURLY... (ON AIRCRAFT IT'S LIKE, EVERY 100 OR 200 HOURS) OR AS ITS ENVIRONMENT DICTATES!
WADDYA MEAN ENVIRONMENT?


LIKE IF IT'S VERY HOT, DUSTY OR EXTRA WET AND MUDDY YOU CLEAN AIR FILTERS MORE OFTEN THAN THE TM SAYS!


CLOSE IN, BOYS AND I'LL DEMONSTRATE...

FOR CLEANING WIRE-TYPE OR MESH AIR FILTERS, USE LUKE WARM (CLEAN) WATER WITH A STRONG SOAPY SOLUTION!
SOAP
EASY ON THE WIRE.. NO ROUGH SCRUBBING... JUST SOAK 'EM LONG ENOUGH TO LOOSEN DIRT... SLOSH 'EM AROUND A BIT!
THEN RINSE IN CLEAN WATER!
AND LET 'EM AIR DRY!!
IF YOU'RE IN A HURRY TRY A LOW PRESSURE (10 PSI) AIR HOSE... BUT NOT TOO CLOSE OR YOU'LL DAMAGE THE WIRES!
THEN SPRAY IT OR DIP IT IN A LIGHT THIN OIL.
AND LET THE OIL DRIP AWAY BEFORE YOU PUT IT BACK IN.

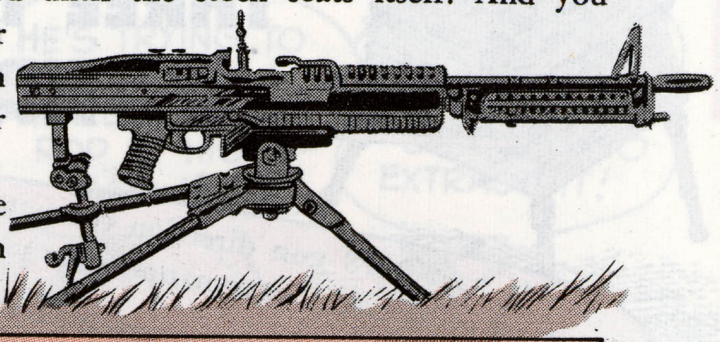
AND SOON
EVERYTHING'S GUNG HO AGAIN, CONNIE!
YOU MEAN MY REPLACEMENT'S COME?
YEAH, YOU BEEN REPLACED BY CLEAN AIR FILTERS!
HEY, WHERE YOU GOIN', PIGEON?
ON R+R... I'M A VERY SHORT-TIMER NOW!!
LAZY FOX THIS IS TIGER ONE— HOW DO YOU HEAR ME, OVER?
LOUD 'N' CLEAR!



LOCK, STOCK AND BUTT

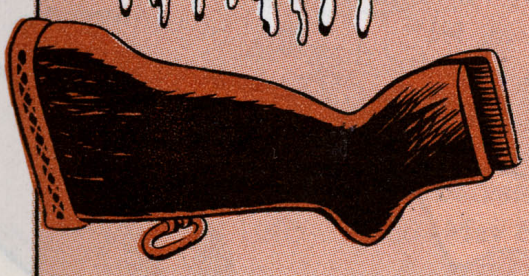
Ever hear of an M60 machine gun butt stock falling off? It can happen — if you don't put it on right in the first place.

That means lining up the guide grooves in the stock with the receiver guide rails and then pushing forward until the stock seats itself. And you know the stock is seated when you hear a click that tells you the butt stock latch has gone in the groove on the buffer assembly cap.



To make sure the stock's locked, give it a yank or two. Could save you a blush and bill or three later on.

PLASTIC STOCK ENAMEL



If your support guys can't find the fast-drying enamel mentioned in PS 184 for touching up the plastic stock on your M79 40-MM grenade launcher, tell 'em to look on page 142 of GSA Catalog (Oct 67) or page 9 of Fed Cat C8000-IL-A (1 Jan 68). FSN 8010-616-9143 is correct for a 1-pt spray can . . . MIL-E-5556B. Other stock numbers: FSN 8010-687-3636, 1-qt can; FSN 8010-597-7859, 1-gal can; FSN 8010-664-7656, 5-gal can. The IL lists all but the 5-gal can.

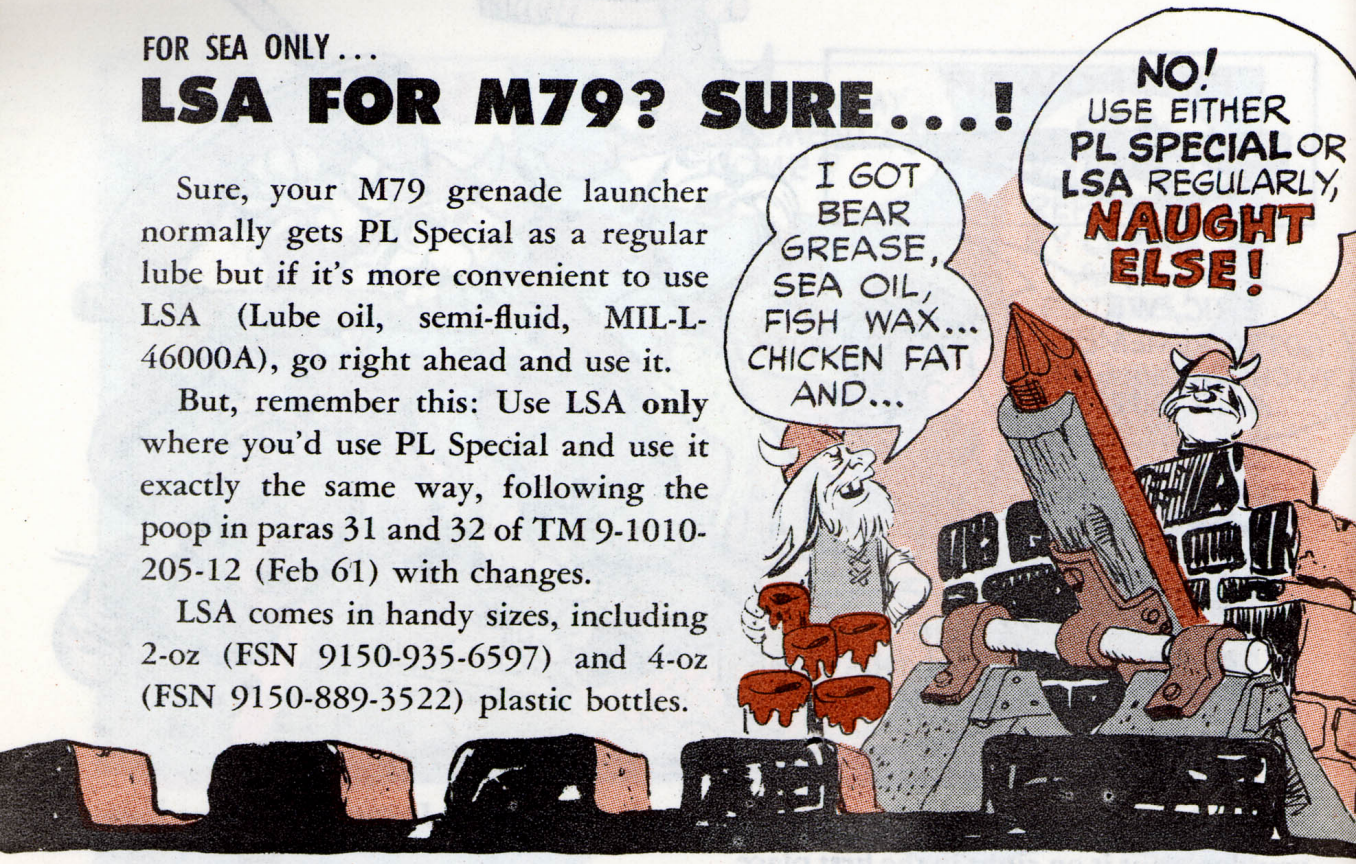
FOR SEA ONLY...

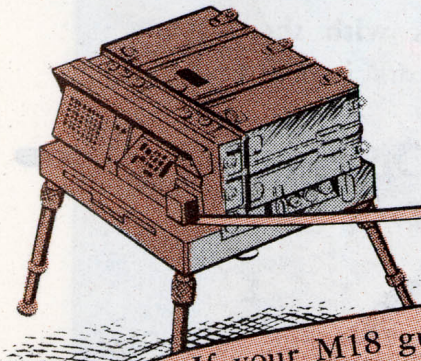
LSA FOR M79? SURE...!

Sure, your M79 grenade launcher normally gets PL Special as a regular lube but if it's more convenient to use LSA (Lube oil, semi-fluid, MIL-L-46000A), go right ahead and use it.

But, remember this: Use LSA **only** where you'd use PL Special and use it exactly the same way, following the poop in paras 31 and 32 of TM 9-1010-205-12 (Feb 61) with changes.

LSA comes in handy sizes, including 2-oz (FSN 9150-935-6597) and 4-oz (FSN 9150-889-3522) plastic bottles.





THREE TIMELY TIPS

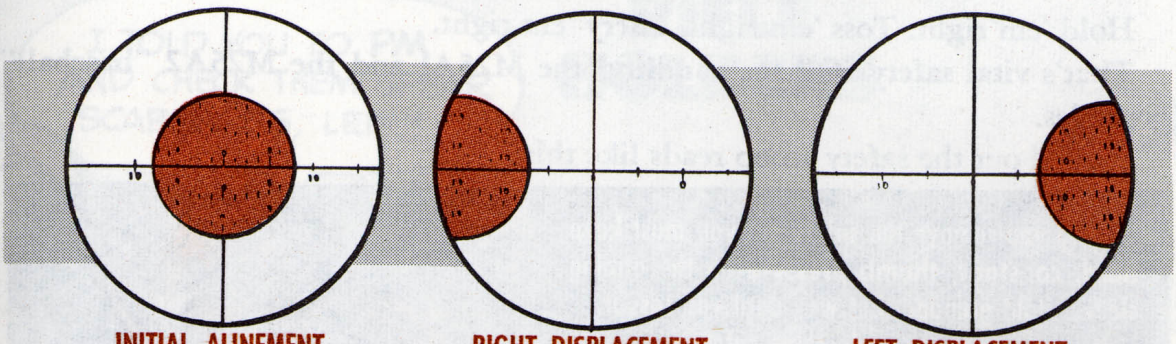
If your M18 gun direction computer — good old FADAC — could come up with the information after you punched a few buttons, it would tell you to:

1- Be careful when you're using touchup paint around the legs for the computer field table. Paint that gets inside the expanding joints can make it tough extending the legs.

2- Watch what you're doing when you put the computer on the table so that you don't bust the latches that hold the M18 to the table.

3- Please not to lift the computer by its tape reader or any other component on the front panel. They're not built for that kind of lifting. And the same goes for the read head on the AN/GSQ-64 signal data reproducer.

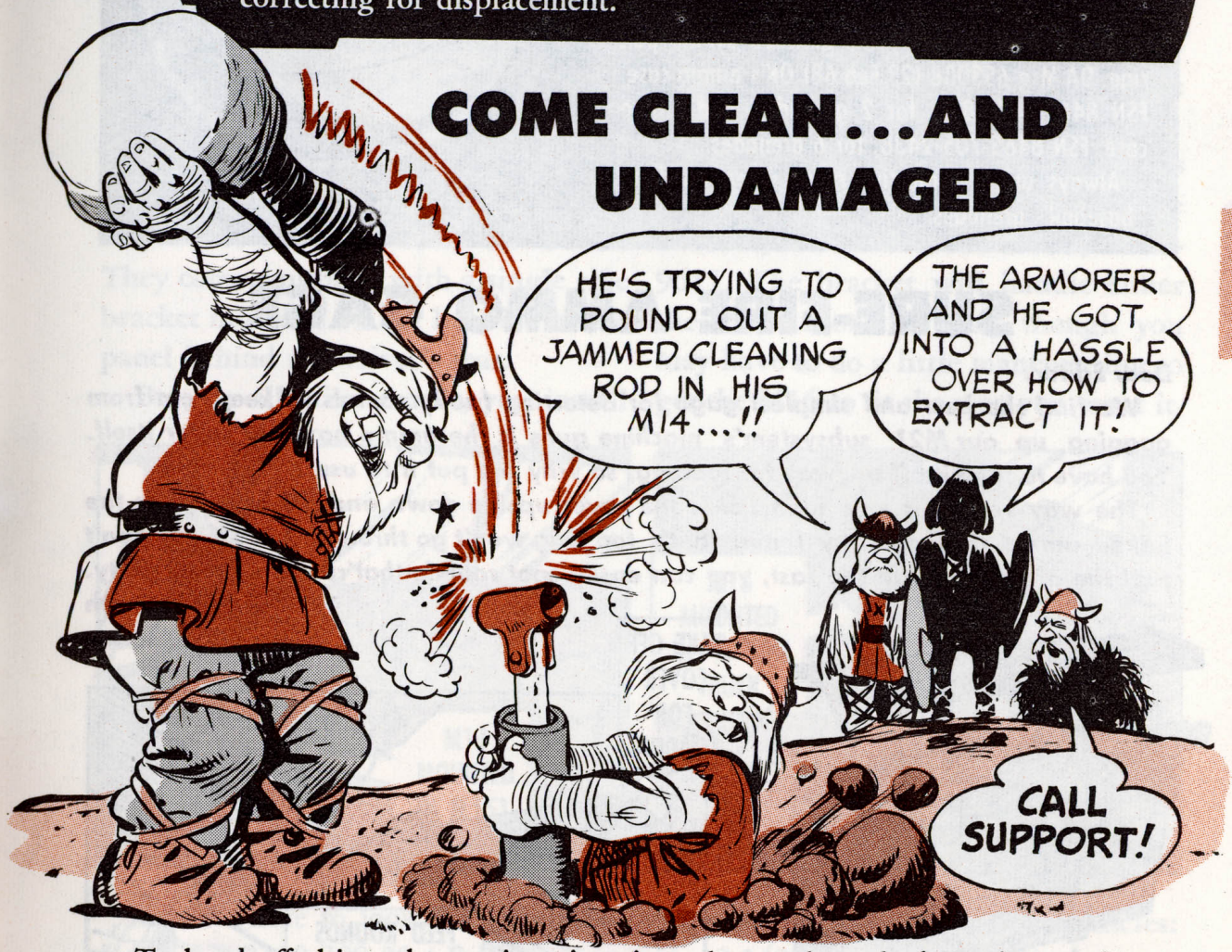
GET THE PICTURE?



INITIAL ALINEMENT | RIGHT DISPLACEMENT | LEFT DISPLACEMENT

Forget what you've run across in other places. Here're the different sight pictures the gunner should have of the M1 collimator —after gun displacement and before realinement—when he's correcting for displacement.

COME CLEAN...AND UNDAMAGED



To head off this embarrassing situation, always clean the bore the way it says in TM 9-1005-223-20 (May 67) and FM 23-8 (May 65). And that includes using the right swabs — the 2-1/2-in square jobs listed in the TM.

THE "BASEBALL" GRENADES

Hold 'em right. Toss 'em right. Carry 'em right.

That's vital safety SOP for handling the M25A1 and the M25A2 "baseball" grenades.

Spelled out the safety scoop reads like this:

Once you remove the safety pin you must keep **hard, constant, thumb pressure** on the arming sleeve. Hold grenade that way until you toss it.

Never, ever try to replace the safety pin.

Never drop the grenade on concrete or other hard suface. Even with safety installed it can go off.

Toss it at least 10 yards. And, remember, it'll **burst** in about 2 seconds after you release it.

Straighten the safety pin legs before yanking the pull ring.

Never handle or carry the grenade by the pull ring. DA Msg 653088 (23 Feb 68) OK's ammo case, FSN 8465-647-0852, for 2 grenades, and ammo case, FSN 8465-705-2438, for 6 grenades.

Always use a protective mask when handling "baseball" grenades.

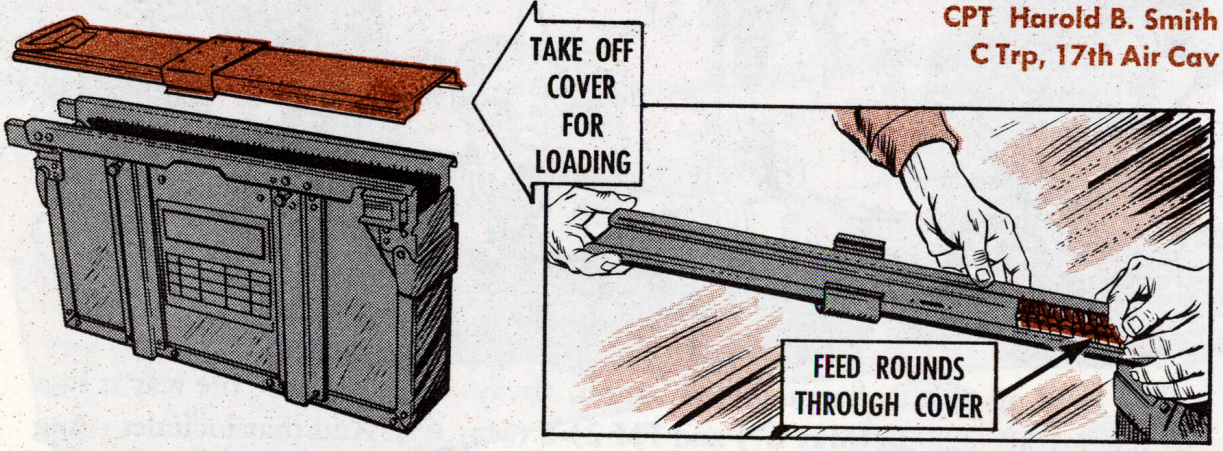
SURE-FIRE AMMO GAGE

Dear Editor,

We find the best and simplest gage for detecting faulty rounds to keep 'em from gagging up our M21 subsystem's machine guns is the ammo box tray cover itself. You have to take it off anyway for loading, so why not put it to use?

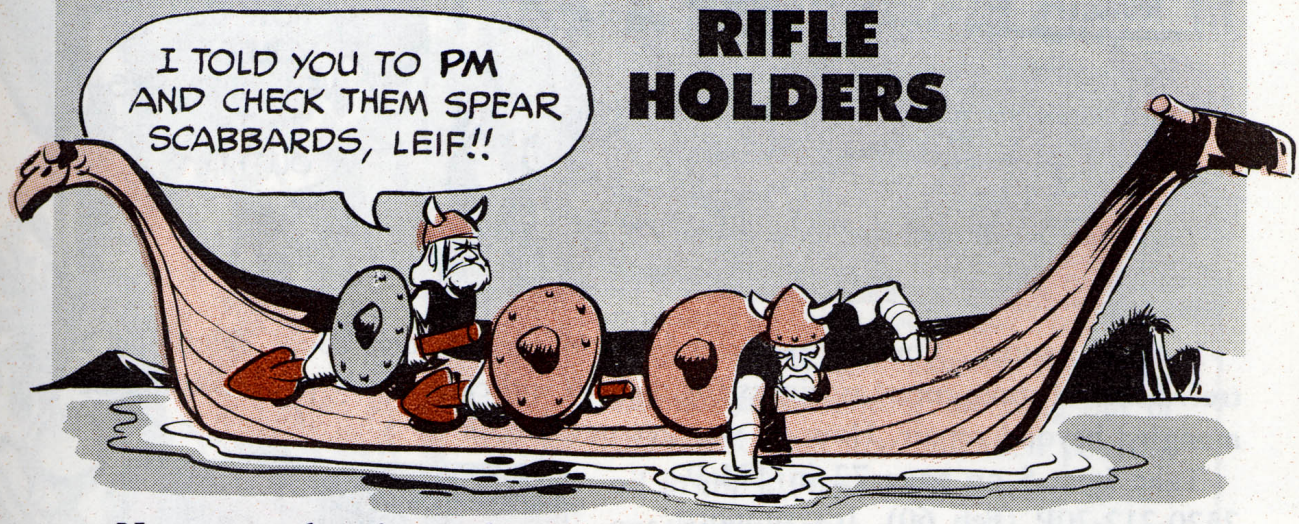
The way we do it, one man holds the cover upside down and the other pulls the linked ammo through. Any round that's too long won't go through. And, if you don't pull the ammo through too fast, you can easily spot rounds that're too dirty or gritty.

CPT Harold B. Smith
C Trp, 17th Air Cav



(Ed Note — Good! It's always there when you need it, too!)

VEHICLE RIFLE HOLDERS

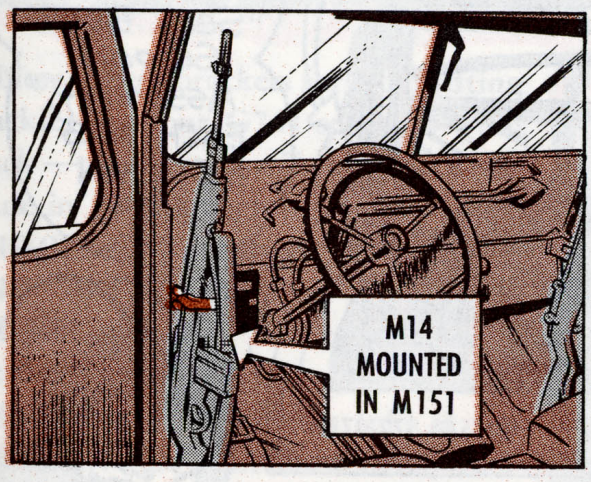


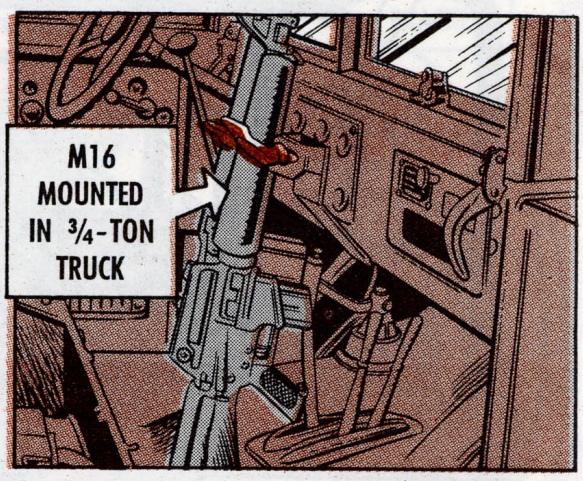
No matter what size truck you pilot where the action is—any where from a 1/4-ton M151 to a 10-ton M123—make sure it's equipped with a bracket to hold your (and your side-kick's) M16A1 or M14 rifles.

If you jockey one of those new 1-1/4-ton M715's or M725's, no sweat. They come equipped with a single rifle bracket mounted on the left side of the panel behind the driver's seat.

But, on all other trucks, you install a pair of brackets right up front. The M151 gets one to the left of the driver and the other to the right of the passenger. The others get 2 located just to the right of the driver.

Anyway, the item you want goes by the moniker: Kit, Mounting, Rifle Bracket, and answers to FSN 2590-045-9611. The bracket will handle either the M16A1 or the M14, though you may have to do a little maneuvering to get the M16 to fit the way you want it.



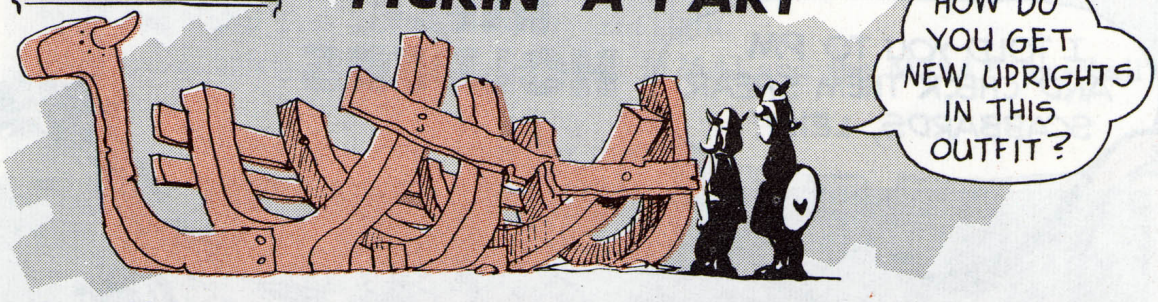


Here's where to look for installation and parts poop for the various vehicles:

TB 9-2300-209-20 (Feb 67) for 3/4-, 2-1/2-, 5- and 10-ton trucks.

TM 9-2320-218-20 (Apr 63) with Change 2 (Nov 65) and Change 3 (Jan 66) for the M151 1/4-tonners.

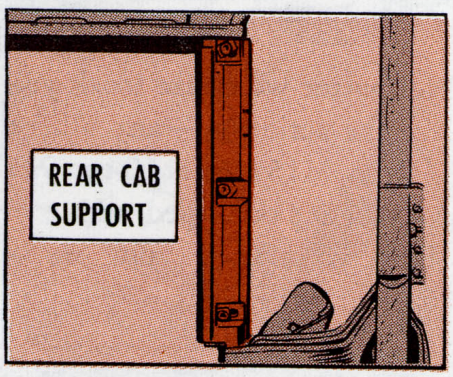
3/4-TON TRUCK — PICKIN' A PART

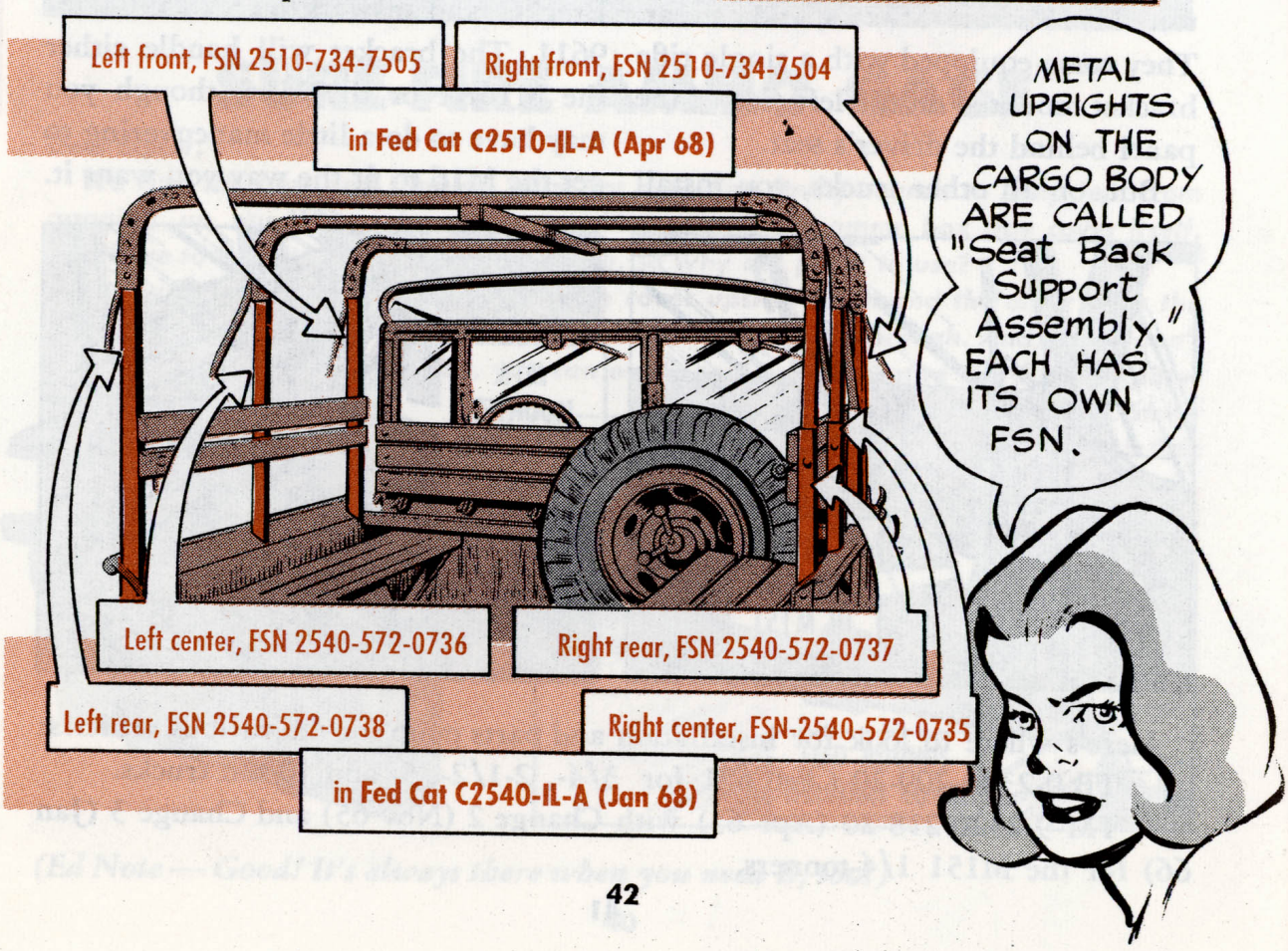


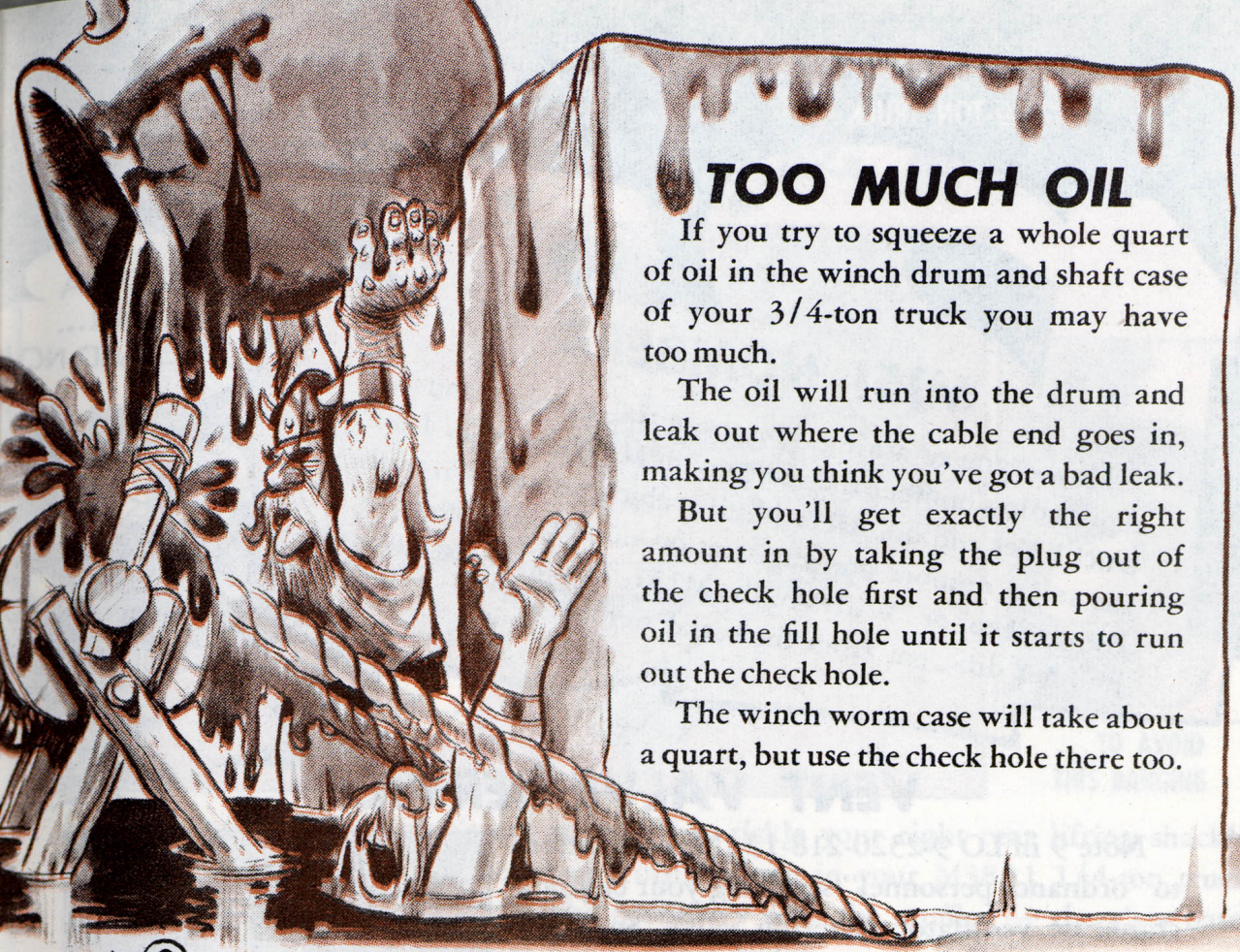
It could happen. Your G741-series 3/4-ton cargo truck could sideswipe a tree. Some of those metal uprights for the cab and cargo body paulins could be mangled beyond repair. How do you get new ones?

Take Item 5 on page 72 in TM 9-2320-212-20P (Feb 60). It's support, w/plate, reinforcements and retainer, FSN 2510-700-5406. The arrow for 5 in Figure 61 should point to the right rear of the cab.

If you need the left rear cab support, it's FSN 2510-700-5405 — in Fed Cat C-2510-IL-A (Apr 68).







TOO MUCH OIL

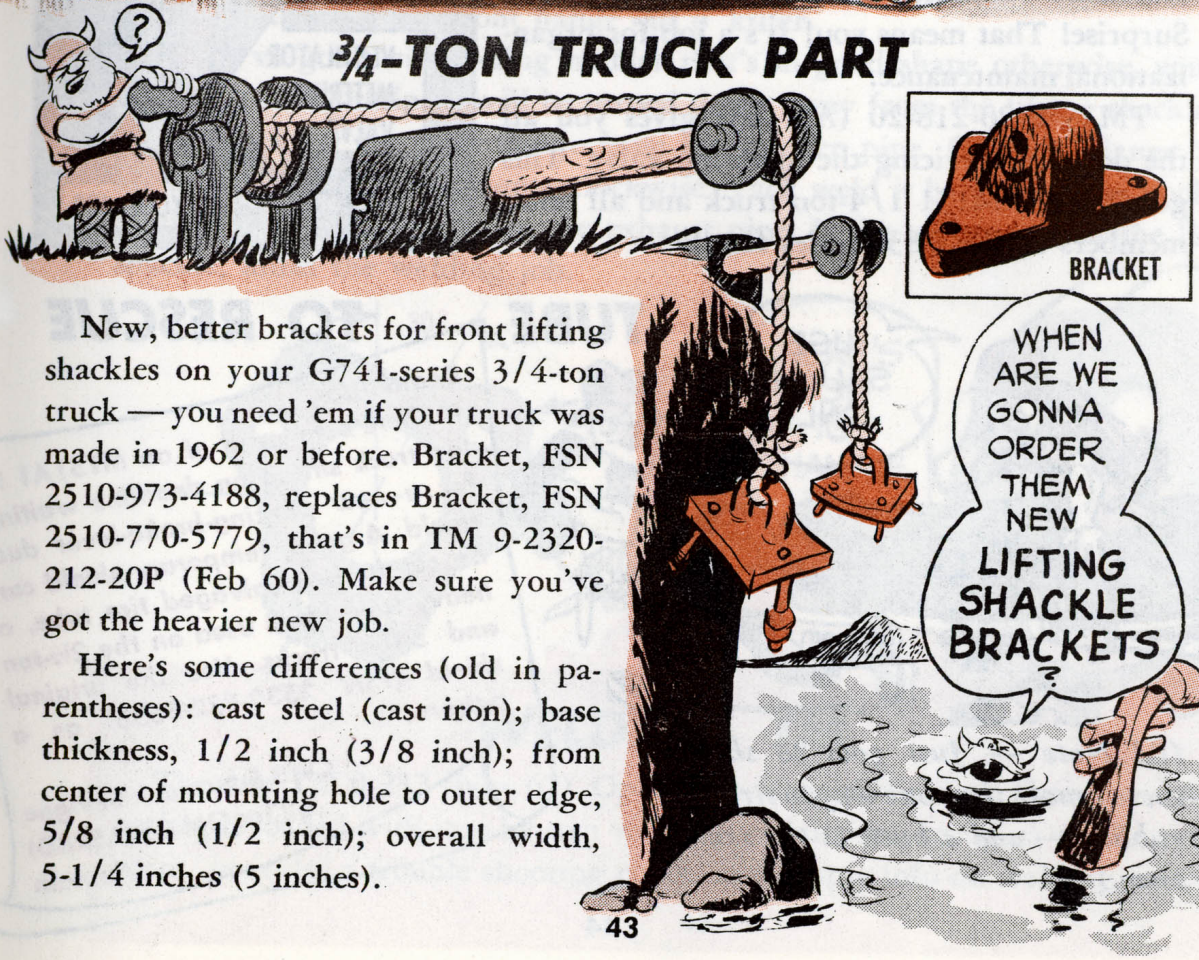
If you try to squeeze a whole quart of oil in the winch drum and shaft case of your 3/4-ton truck you may have too much.

The oil will run into the drum and leak out where the cable end goes in, making you think you've got a bad leak.

But you'll get exactly the right amount in by taking the plug out of the check hole first and then pouring oil in the fill hole until it starts to run out the check hole.

The winch worm case will take about a quart, but use the check hole there too.

3/4-TON TRUCK PART



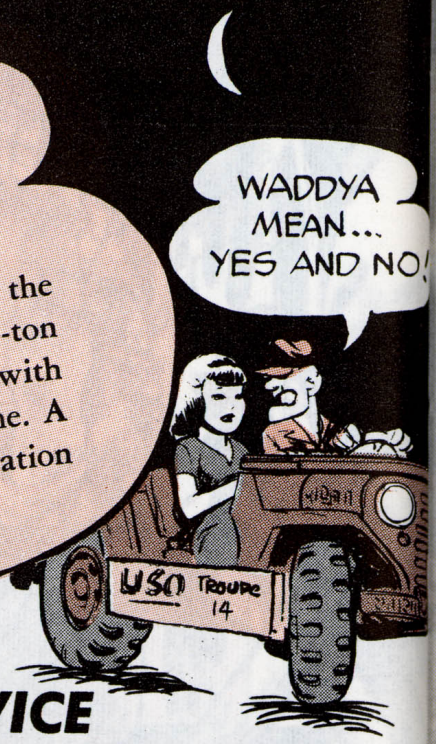
New, better brackets for front lifting shackles on your G741-series 3/4-ton truck — you need 'em if your truck was made in 1962 or before. Bracket, FSN 2510-973-4188, replaces Bracket, FSN 2510-770-5779, that's in TM 9-2320-212-20P (Feb 60). Make sure you've got the heavier new job.

Here's some differences (old in parentheses): cast steel (cast iron); base thickness, 1/2 inch (3/8 inch); from center of mounting hole to outer edge, 5/8 inch (1/2 inch); overall width, 5-1/4 inches (5 inches).

1/4-TON TRUCK . . .

M151 NUMBERS

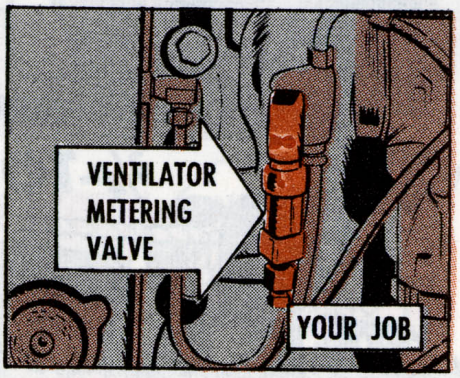
Maybe you're asking, are the serial number and the registration number the same on an M151-series 1/4-ton truck? Yes and no. A Ford-built vehicle comes thru with the serial number and registration number the same. A Kaiser-Jeep or Willys-built M151 has a registration number different from the serial number.



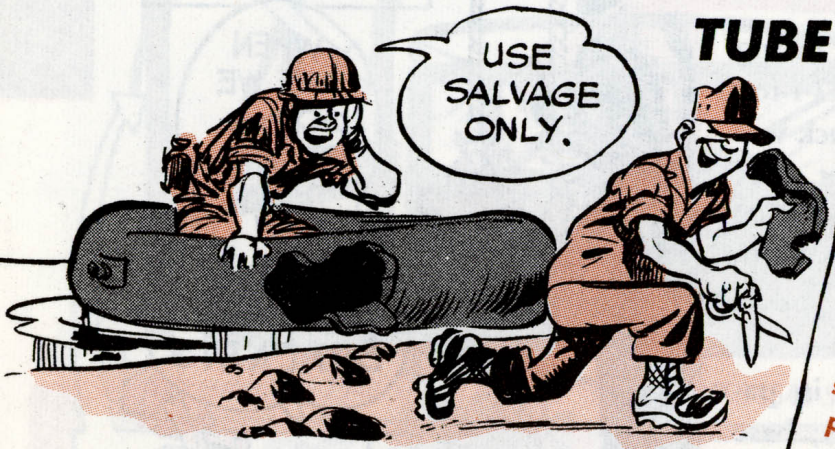
VENT VALVE SERVICE

Note 9 in LO 9-2320-218-12 (Nov 66) refers to "ordnance personnel" servicing your engine's crankcase ventilator metering valve. Surprise! Surprise! That means you! It's a job for organizational maintenance.

TM 9-2320-218-20 (Apr 63) gives you all the dope on servicing the metering valve. This goes for the M151 1/4-ton truck and all other members of the G838-series family.



TUBE TO RESCUE



(Ed Note — Just goes to show there's more than one way to stretch rubber — and a buck at the same time.)

Dear Editor,

There's no need of an M151A1 1/4-ton truck sitting on deadline waiting for a new parking-brake-lever dust shield. A good, temporary shield can be cut from a salvaged tire tube, a heavy tube like's used on the 2½-ton and 5-ton trucks. Use the original shield (FSN 2530-832-5658) as a pattern.

CW3 Edward J. Sevigne
623rd QM Co (AER&D)
Vietnam

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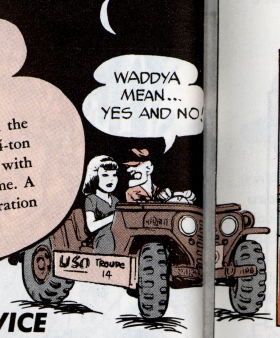

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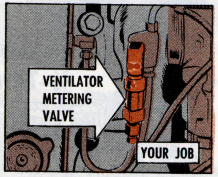
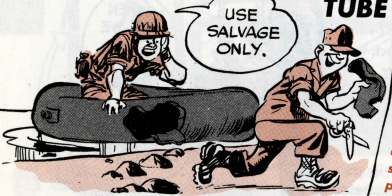


TUBE TO RESCUE



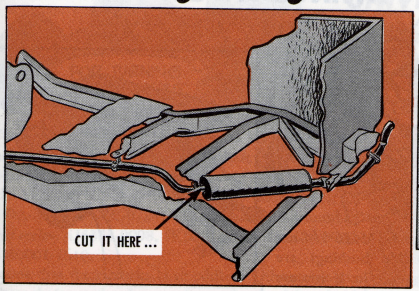
(Ed Note — Just goes to show there's more than one way to stretch rubber — and a buck at the same time.)

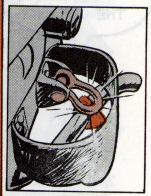
Dear Editor,

There's no need of an M151A1 1/4-ton truck sitting on deadline waiting for a new parking-brake-lever dust shield. A good, temporary shield can be cut from a salvaged tire tube, a heavy tube like's used on the 2½-ton and 5-ton trucks. Use the original shield (FSN 2530-832-5658) as a pattern.

CW3 Edward J. Sevigne
623rd QM Co (AER&D)
Vietnam

R/NG-A-D/NG MUFFLER



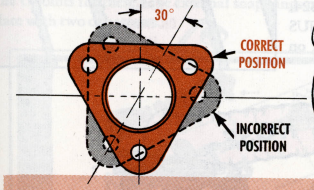


. . . TO AVOID THIS BANGING

Nope, your tailpipe's not supposed to tickle your right rear lifting shackle. If you get a ringing noise when cruisin' along in your M38A1 1/4-ton truck, that's probably the trouble. The problem's with the muffler — there's a batch of 'em that've got the front flange out o' kilter.

If you've got a ring-a-ding muffler that's in good shape otherwise, you can rework it so the tailpipe will be turned down away from the lifting shackle.

Just hacksaw the front flange from the muffler pipe. Give the flange piece about a 30-degree turn counterclockwise. Tack weld it back on. Now hook the muffler and tailpipe back on the exhaust pipe. If the tailpipe clears the lifting shackle, finish the welding job.

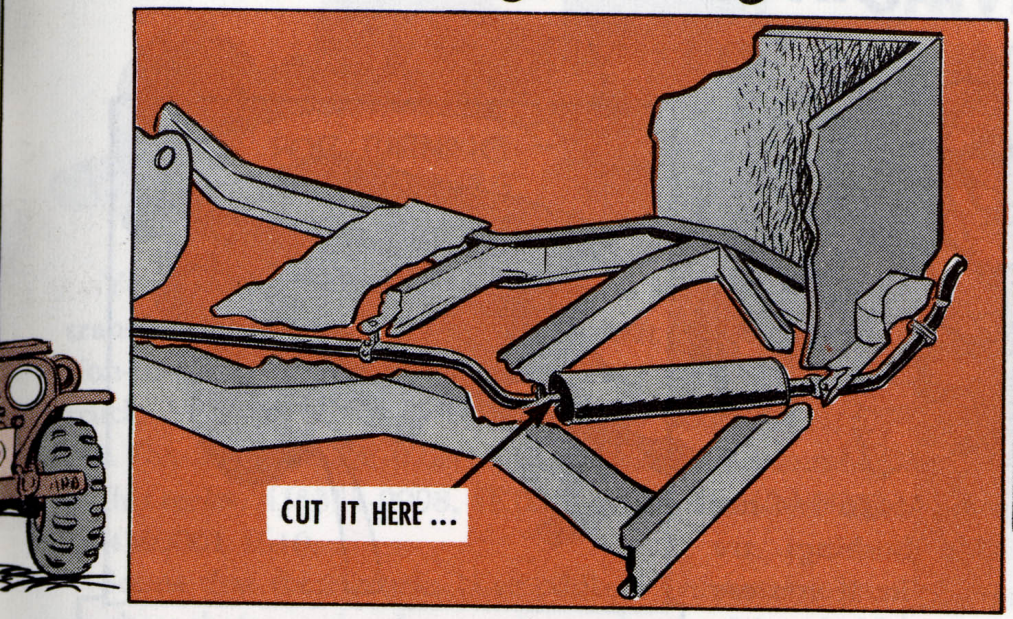


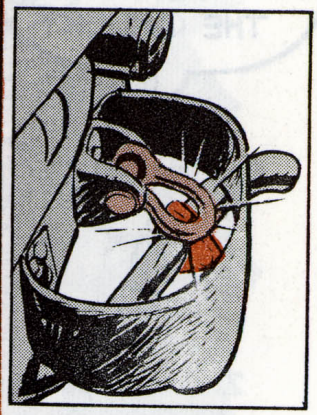
WELDING TM

The new TM 9-237 (Nov 67), Operator's Manual Welding Theory and Application, is loaded with step-by-step welding instructions, scoop on welding equipment, provides a trouble shooting chart, and supply info on welding materials.

M38A1 ¼-TON TRUCK . . .

R/NG-A-D/NG MUFFLER





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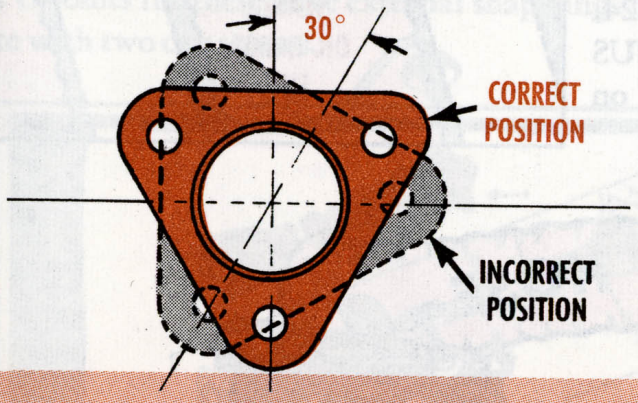

WELDING TM

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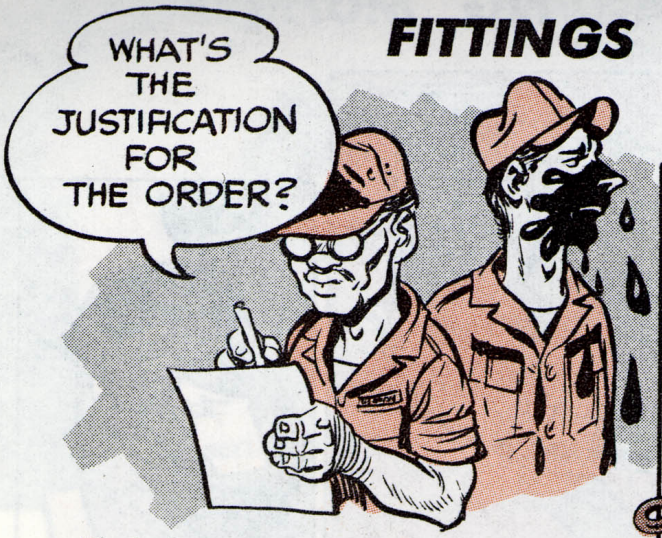
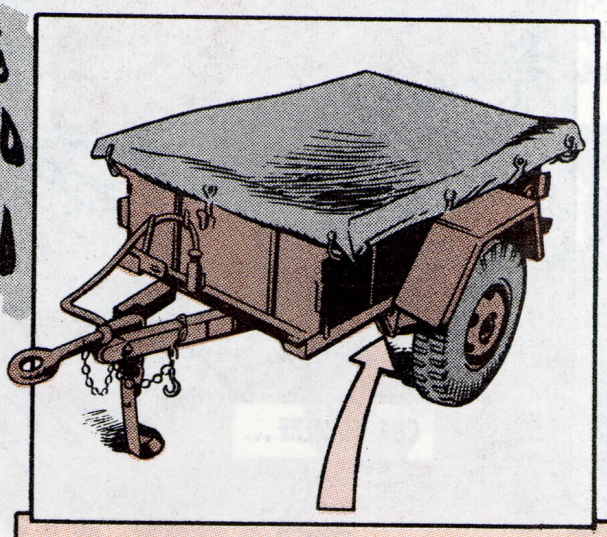
M416 ¼-TON TRAILER . . .

FITTINGS AWOL?

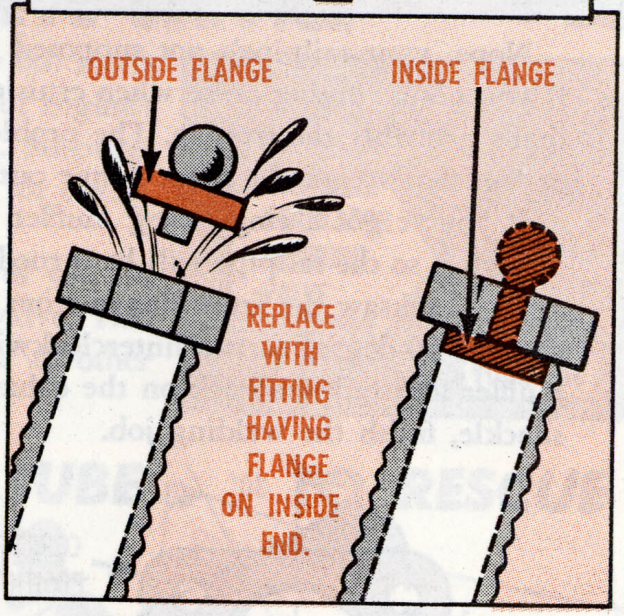




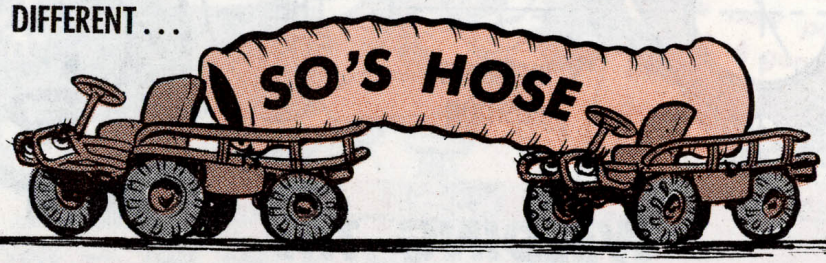
Zerk fittings on some M416 1/4-ton trailer spring shackle bushings are pressed from the outside in. If you use a high-pressure grease gun on 'em, they may pop out. So use a low-pressure grease gun instead.

But if you do pop one of these fittings, replace it with one that's pressed from the inside out. It's got a flange on the inside end.

There's no FSN for it yet, so you order it from USATACOM under Part No. 127762 (ML21.110). Use an "exception data" type request. RIC is B24. DIC for overseas is AO5 — for CONUS it's AOE. Write your justification on the back of your order card.



M274A1'S DIFFERENT . . .



Differences between the M274 and M274A1 1/2-ton trucks include the air cleaner-to-carburetor hose. Hose, Preformed, FSN 2910-678-4661, in TM 9-2320-213-20P (Aug 63) is for the M274 only. The M274A1 uses FSN 2940-999-6391.

U-JOINT PARTS KIT . . . 2½-TON

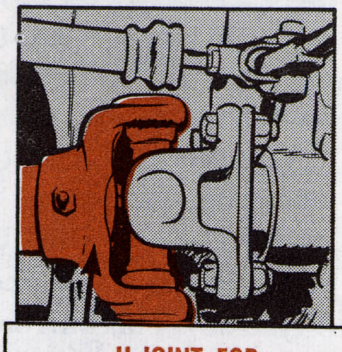
NOT SO UNIVERSAL

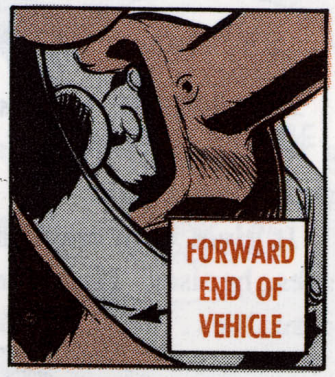
You can't get a universal-joint parts kit to repair the transfer-to-forward-rear-axle prop-shaft and transmission-to-transfer on your M35A2 2-1/2-ton multifuel truck. You can't if your vehicle comes under Contract No. DA-20-113-AMC-07241 (T) and has a USA number in this series: 4J5353-9998, 4K0001-4199, 4L4424-9999 or 4M0001-4610.

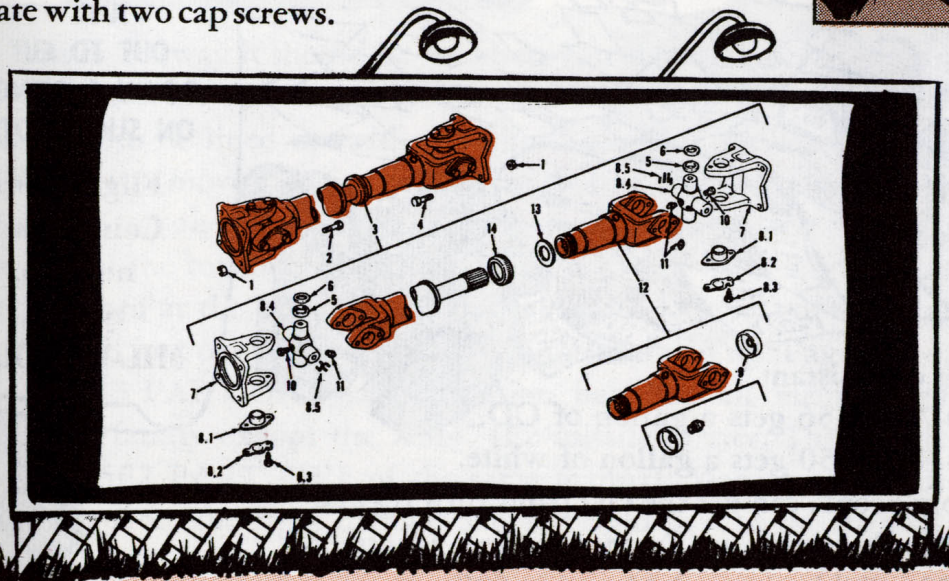
Seems that these trucks have oddball universal joints on these shafts — they have an internal snap-ring to hold the journal in place. Parts Kit FSN 2520-752-1960 listed on page 110 of TM 9-2320-209-20P (Jan 65) won't match the parts.

So . . . if you need U-Joint parts — and until a repair kit comes on the scene — ask for the entire prop-shaft, FSN 2520-752-1013, which is also on page 110 of the -20P.

The universal-joint parts kit now in the -20P will work with all other M35A2's, plus the replacement prop-shaft. The U-joints for these have external snap-rings or a cover plate with two cap screws.


U-JOINT FOR TRANSMISSION TO TRANSFER

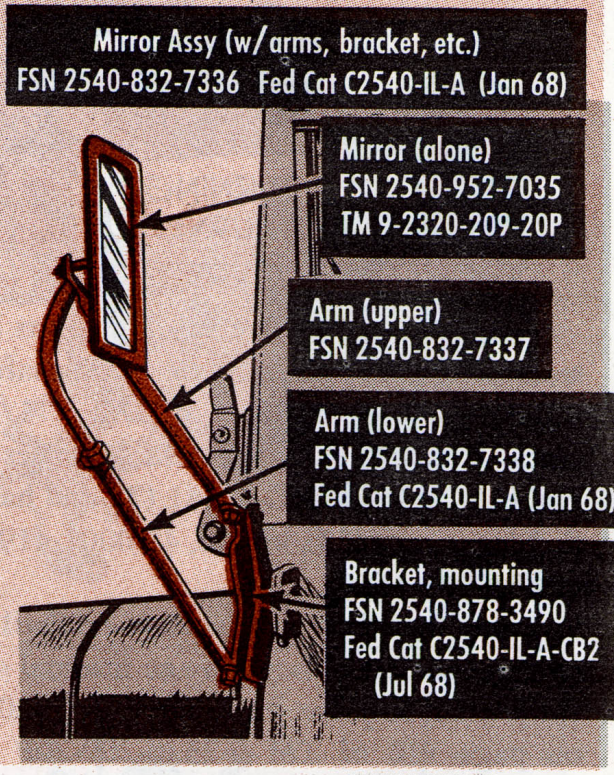




NEW OUTSIDE MIRROR

Now an 8-1/2x5-1/2-in rectangular mirror for the 2-1/2-ton truck comes when you order that Mirror Assy, rear view, FSN 2540-952-7035, listed on page 252 in TM 9-2320-209-20P (Jan 65) — not the round-type pictured there. (Fed Cat C2540-ML-A (Jul 67) shows FSN 2540-840-0022 supersedes the FSN listed in the -20P for this mirror.)

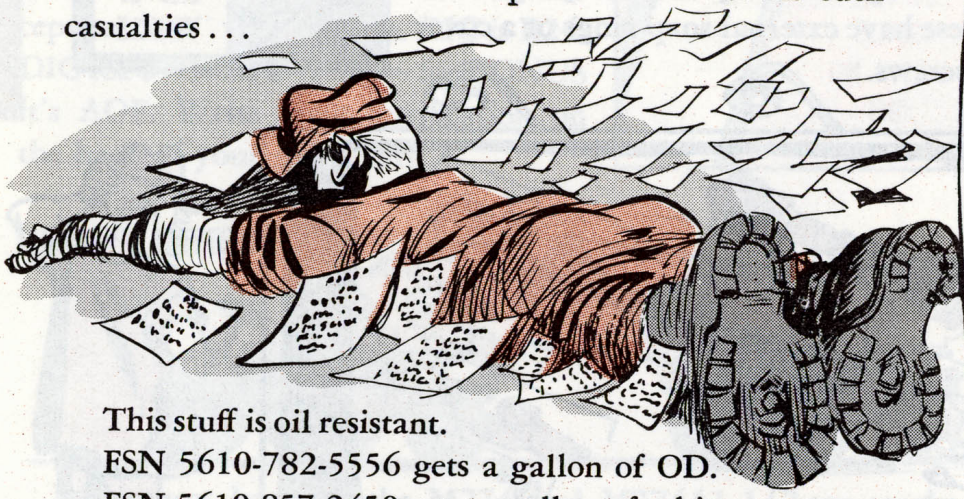
You can get the mirror, 2 arms and mounting hardware all under FSN 2540-832-7336. This FSN's not yet in the -20P, but it is in Fed Cat C2540-IL-A (Jan 68). This mirror setup will go on either the right or left side of your truck.



ANTI-FRACTURE RECIPE

Wet weather, boots slick with oil, water or mud make a tricky walkway surface on your equipment that's the recipe for a pain.

It gives with cracked elbows, skinned knees, and rear-area bruises. Here's a new paint to cut down such casualties . . .



This stuff is oil resistant.

FSN 5610-782-5556 gets a gallon of OD.

FSN 5610-857-2450 gets a gallon of white.

Your supply people can get the OD paint thru regular MILSTRIP supply procedure, using routing identifier code (RIC) B24. White is available using S9C.

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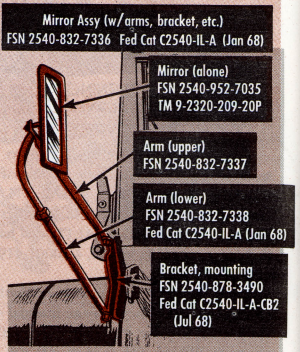

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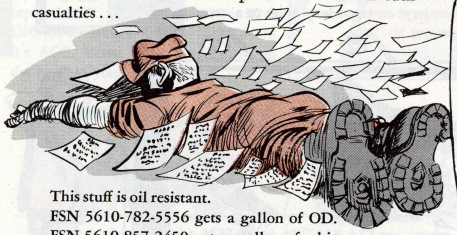

FLASH . . . JUST OUT TO CUT DOWN SLIPPING ON SLICK SPOTS

Flight Deck Compound, nonslip, type 2, MIL-D-23003.

This stuff is oil resistant.

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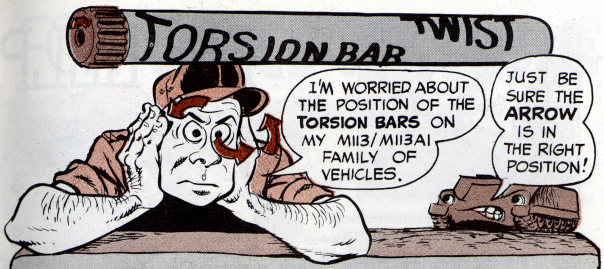
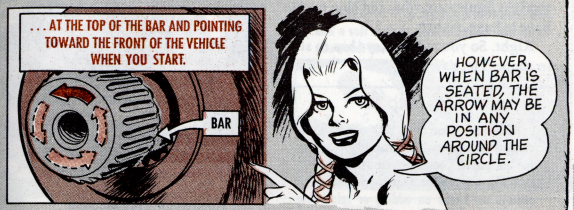


Well, your worries are over, whether your particular vehicle belongs to the gas or diesel side of the family.

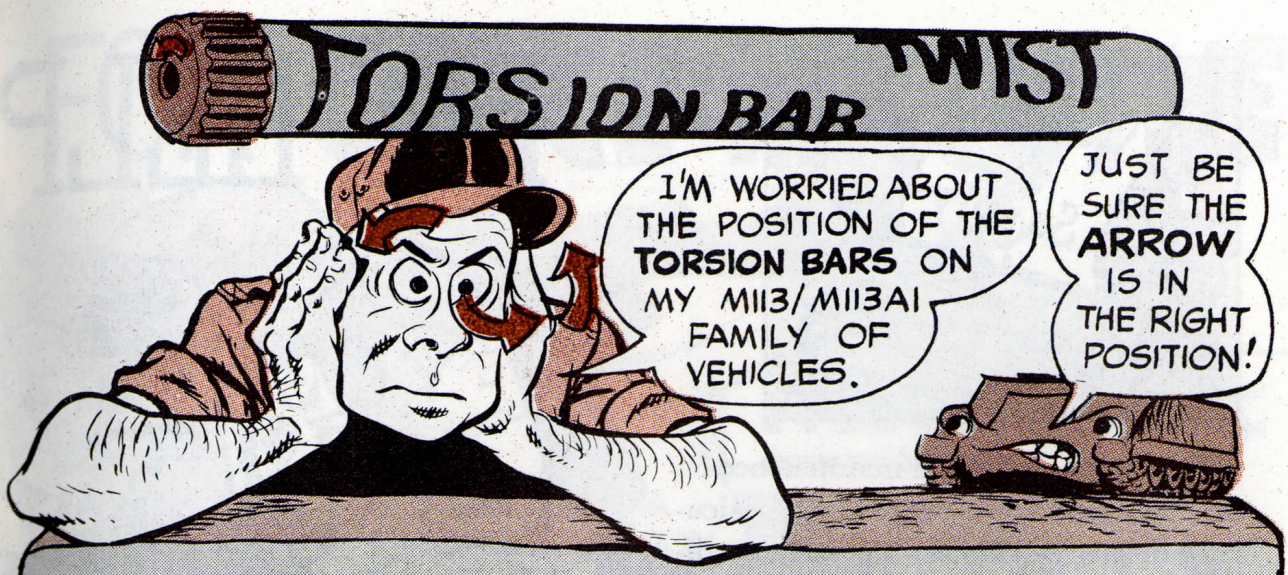
Notes on both page 199 of your TM 9-2300-224-20 (Dec 61) and on page 201 of Ch 2 to your TM 9-2300-224-20/2/1 (Nov 64) tell you to position the bars on both sides so the arrow on the outboard end of each torsion bar is . . .



This is the way it should be — **when you start.** However, before you can push the bar into the torsion bar anchor, the blind splines in the inboard end of the bar have to be lined up with the blind splines in the torsion bar anchor.

When you move the bar around to line up the splines the arrow may not wind up at the top and pointing toward the front of the vehicle. When you finally seat the bar in the torsion bar anchor, the arrow may be in any **position** around the circle, (even at the bottom and pointing toward the rear of the vehicle). Mox nix!

There is just one other thing that might foul you up. Page 168 of TM 9-2300-224-20P/3 PART ONE has the torsion bars for all members of the M113/M113A1 family **except** the XM474E2 missile carrier. The bars for it are listed on page 502 PART FIVE of the same manual. Make sure you order your torsion bars from the right manual and the right part of the manual.



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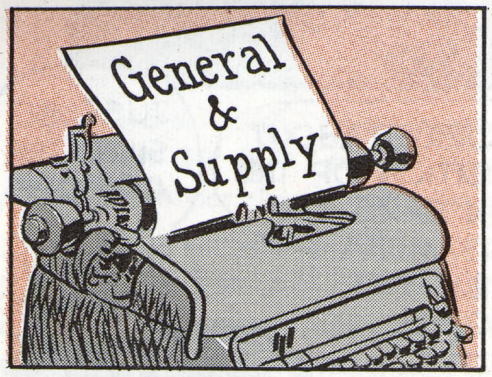
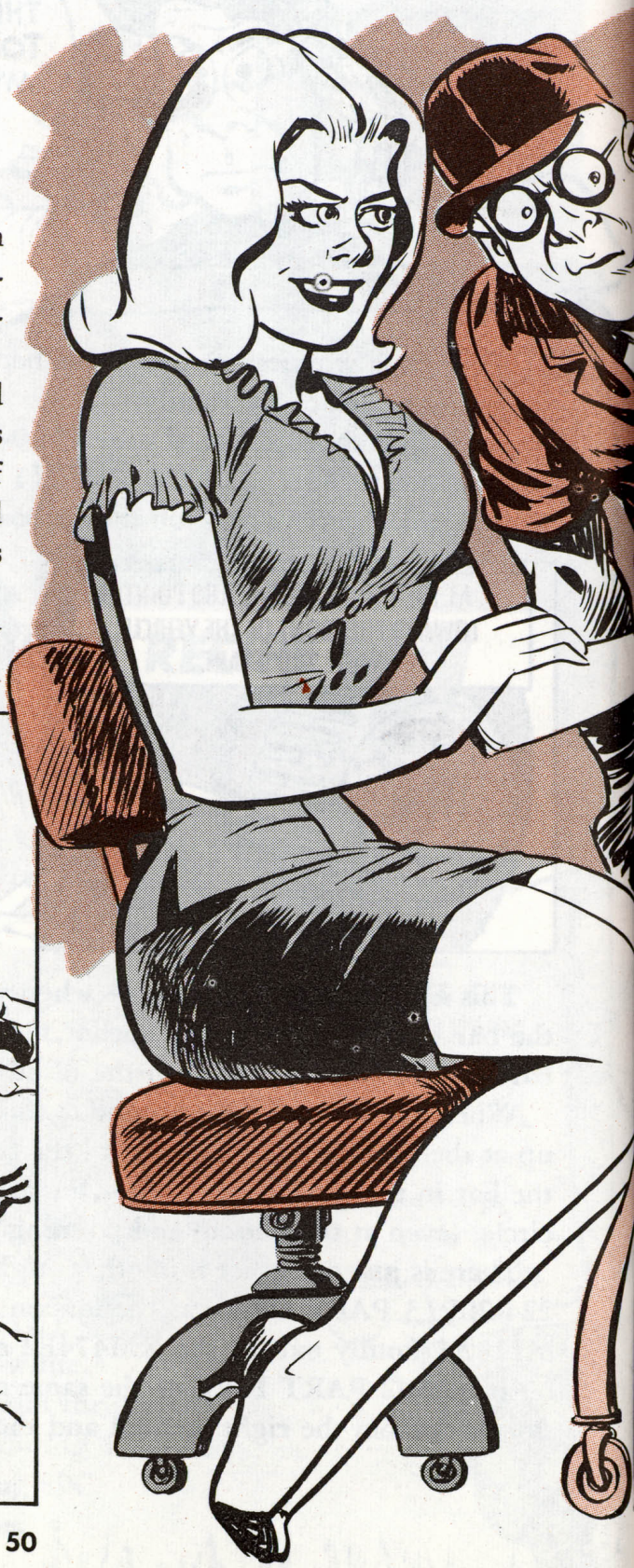


KEYS TO SUCCESS...

PM HELP



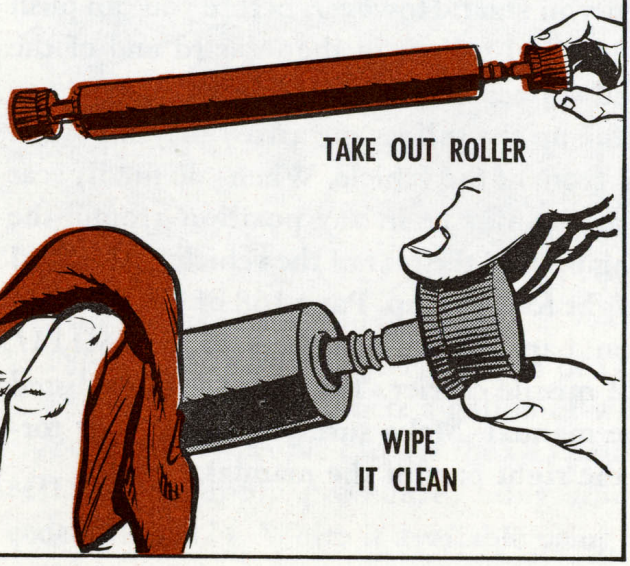
So you never figured maintenance on that adding machine, typewriter, calculator or such did much for combat readiness, eh?

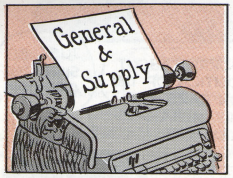
You've got the wrong elevation and the wrong target there, friend. Records and supply won't work with a string of misprints and mistakes. Clear print and straight figures are what fighting outfits have to have, right?

Right. So your set of keys has to stay in shape. Here's how.

CLEANING

ROLLER — Wipe clean with a soft, damp cloth. If your typewriter platen (the big roller for the paper) comes out easily, remove it, then wipe and replace. Take out no rollers and remove no knobs on adding or calculating machines.





KEYS TO SUCCESS...

PM HELP FOR OFFICE MACHINES

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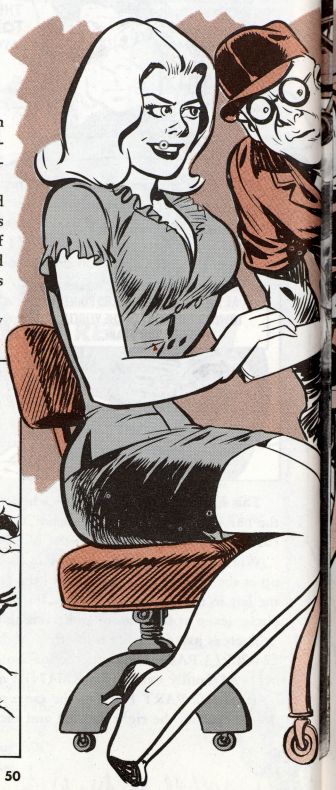

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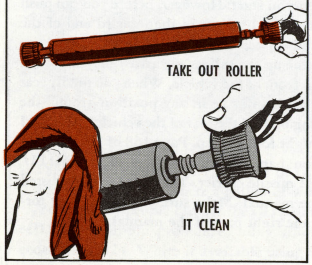
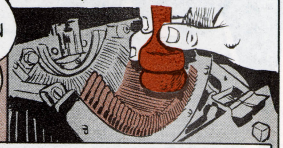
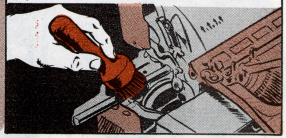


TYPE FACES — A putty-type ball cleaner or a brush moistened slightly with type cleaner may be used.



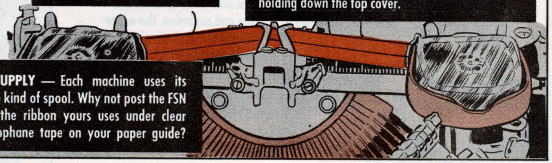
CARRIAGE — A dry brush to remove dust and a soft cloth to clean rolls and rails are all you need. Use no oil.



RIBBONS AND CARBON STRIPS

REPLACEMENT — Ink-coated shreds of fiber wreck performance. When ribbons or ink strips fray, get new spools.

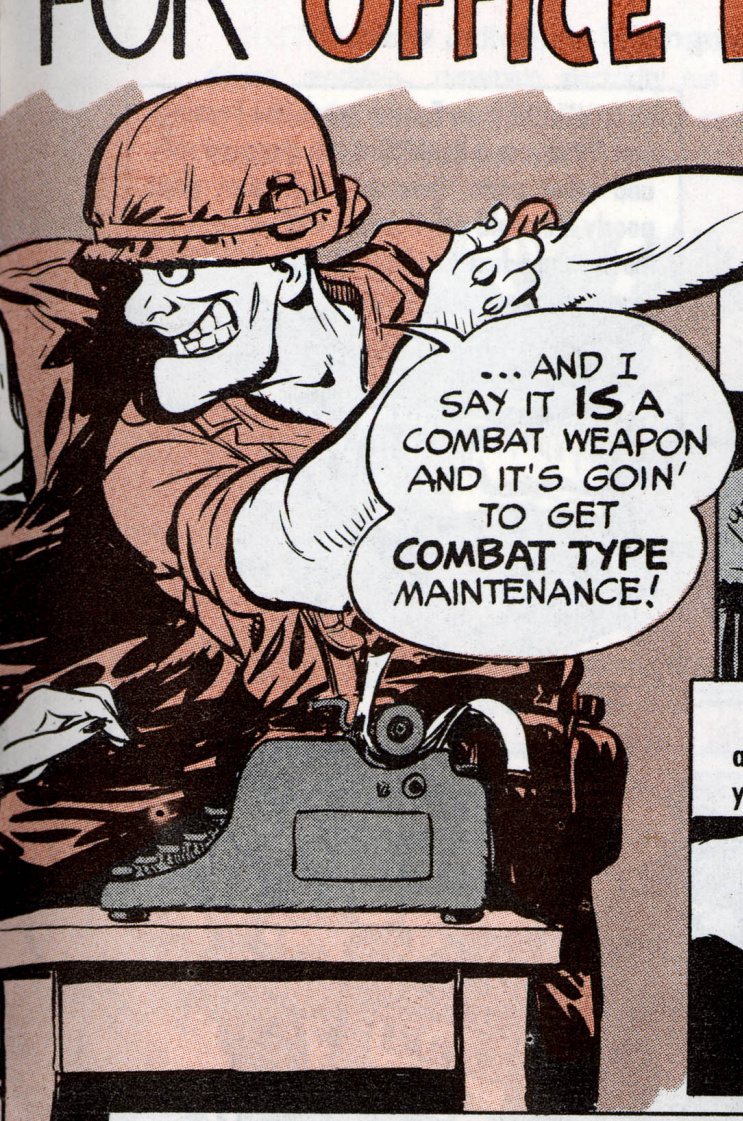
ADJUSTMENT — Before removing old ribbon, look closely to see how it's threaded. Ribbons have to go in straight — no twists or knots. On adding machines, watch where you lay those little screws holding down the top cover.



SUPPLY — Each machine uses its own kind of spool. Why not post the FSN for the ribbon yours uses under clear cellophane tape on your paper guide?

MORE

FOR OFFICE MACHINES



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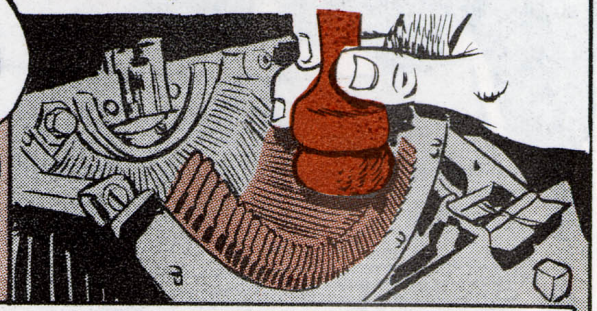
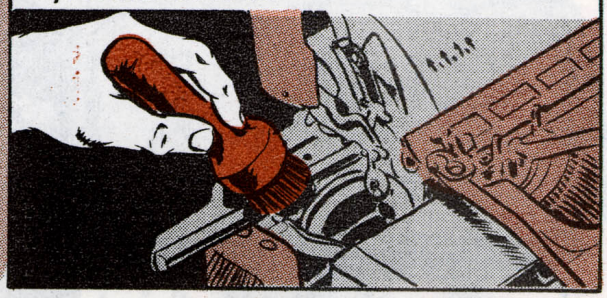


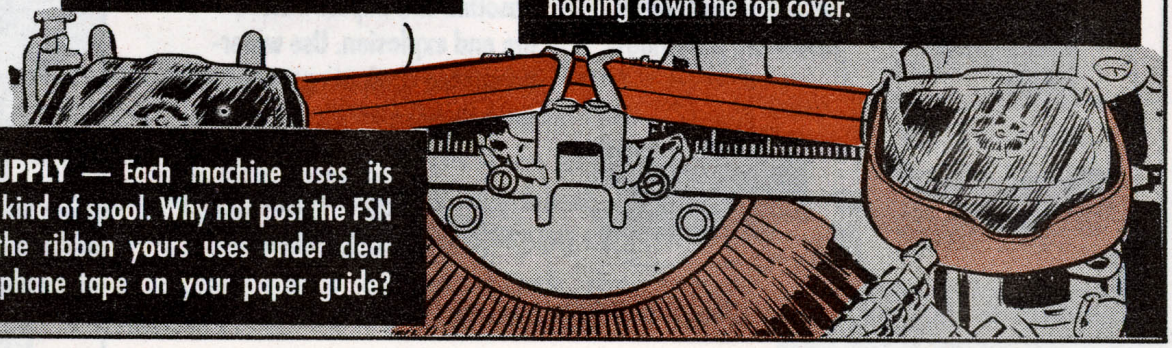
CARRIAGE — A dry brush to remove dust and a soft cloth to clean rolls and rails are all you need. Use no oil.



RIBBONS AND CARBON STRIPS

REPLACEMENT — Ink-coated shreds of fiber wreck performance. When ribbons or ink strips fray, get new spools.

ADJUSTMENT — Before removing old ribbon, look closely to see how it's threaded. Ribbons have to go in straight — no twists or knots. On adding machines, watch where you lay those little screws holding down the top cover.



SUPPLY — Each machine uses its own kind of spool. Why not post the FSN for the ribbon yours uses under clear cellophane tape on your paper guide?

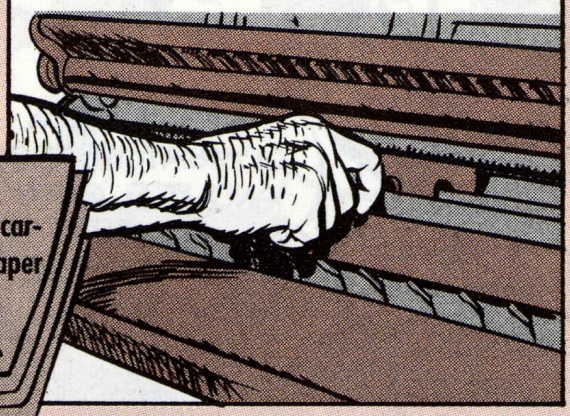
PS MORE

SPECIAL PURPOSE MACHINES

On duplicators, spirit-printers, mimeographs and so on, watch:

INK — It belongs on stencil backs, ink rollers, and supply wells, but not on handles, tables, and cases. Clean up spills before and after every run.

DEVELOPER — Fancier types like Brunings and Dittos use a liquid that can gnaw on rolls and other parts. Over-age developers print poorly Toss old solution out and wash down the system when you finish a job.

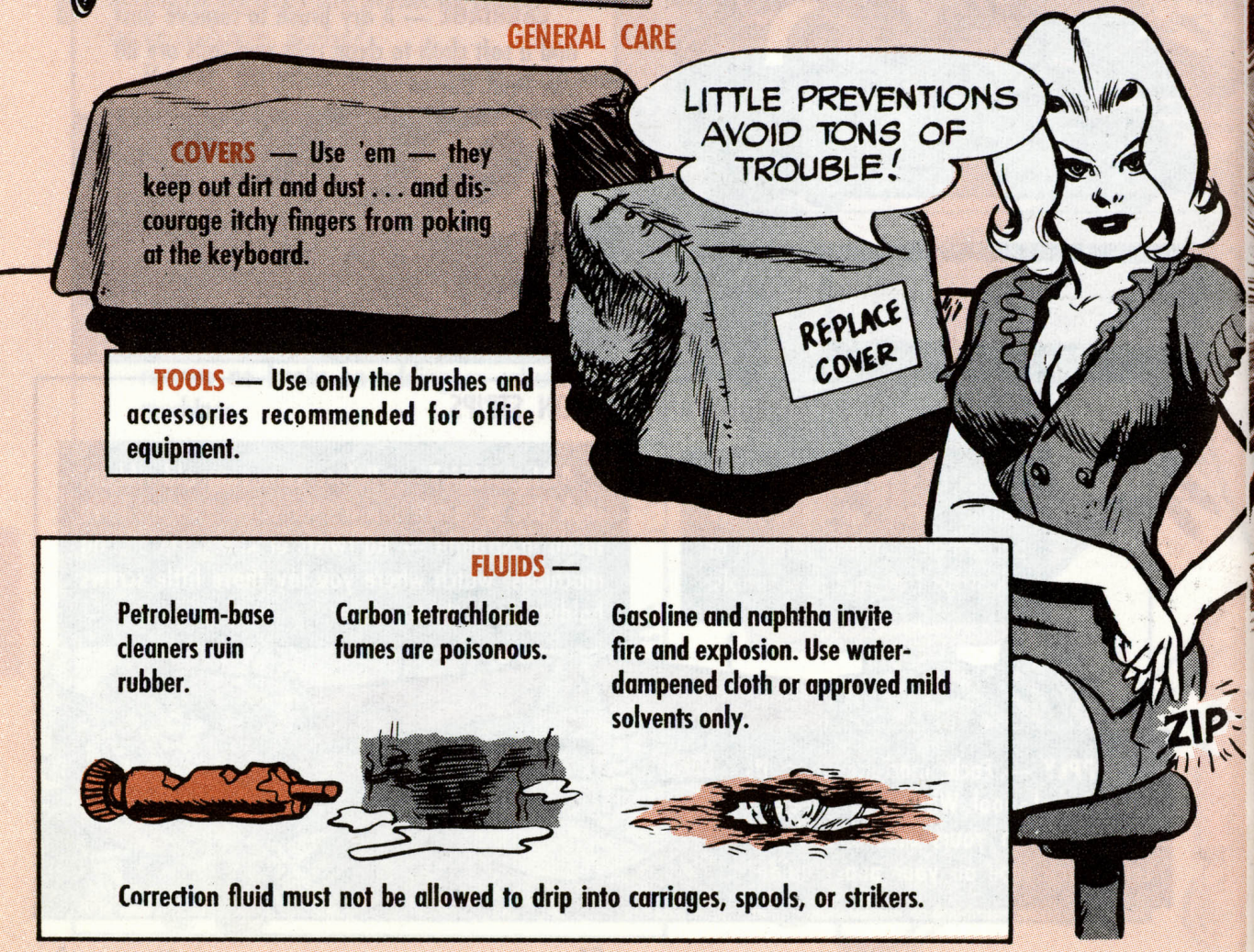


PAPER — Stock exposed to dust and dirt carries trouble into your machine. Sensitized paper has to be guarded from light as well.

GENERAL CARE

COVERS — Use 'em — they keep out dirt and dust . . . and discourage itchy fingers from poking at the keyboard.

TOOLS — Use only the brushes and accessories recommended for office equipment.



FLUIDS —

Petroleum-base cleaners ruin rubber.

Carbon tetrachloride fumes are poisonous.

Gasoline and naphtha invite fire and explosion. Use water-dampened cloth or approved mild solvents only.

Correction fluid must not be allowed to drip into carriages, spools, or strikers.

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ELECTRIC DRIVES — If you are lucky enough to have power-driven machines, remember electricity can be dangerous. Keep eyes open for frayed wire, broken plugs, and cords kinked or tangled. Turn off switches when you leave.

TRAVEL — Cushion machines, tie down carriages, and lash operating handles to carry office equipment in vehicles. Solid covers or boxes should be provided if machines are moved with other items.

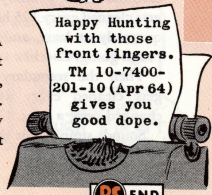
DAILY CARE — Hammering keyboards and jerking knobs and levers will destroy office machines.

Typewriter carriages aren't handles. The right way to carry a typewriter is with both hands, under the bottom, between the front and rear feet.

SOLID SUPPORT — You may be miles from concrete and thick-topped desks, but a good packing box or even a flat-topped rock will do in a pinch.

READING MATTER

If you're stuck for parts or maintenance TM's and DA Pam 310-4 lists none, there may be a way out. To get manufacturers' pubs, send a request — giving make, serial number, model, and FSN of machine — to U.S. Army Mobility Equipment Command, 4300 Goodfellow Boulevard, St. Louis, Mo. 63120. Mark the request ATTN: AMSME-STL-E.



PS END

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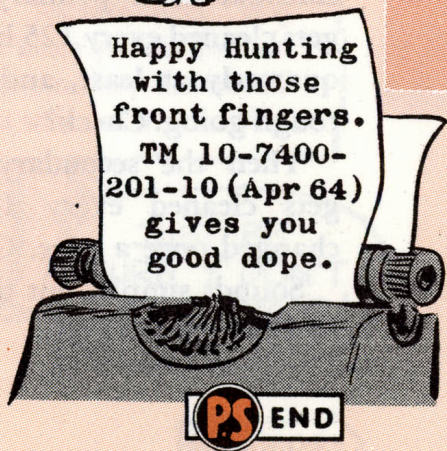
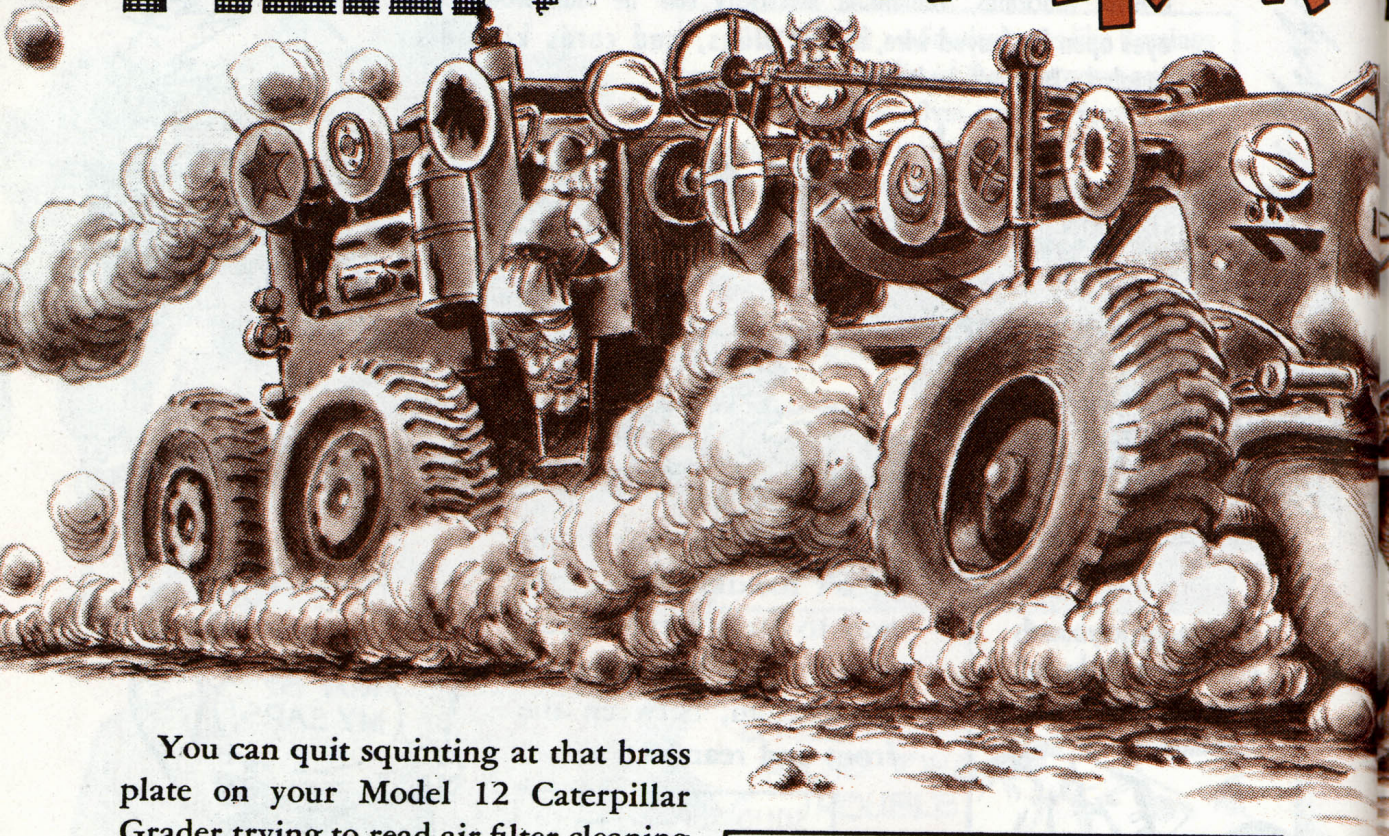


FILTER CLEANUP TRICKS



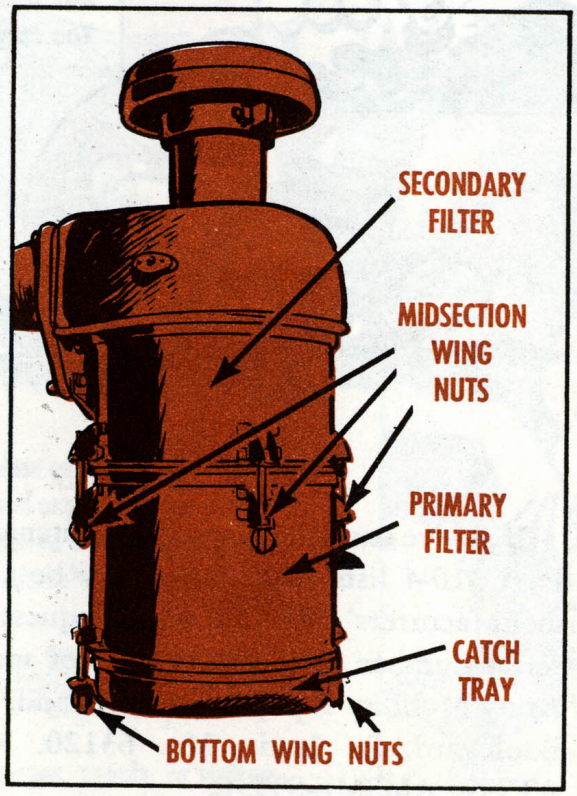
You can quit squinting at that brass plate on your Model 12 Caterpillar Grader trying to read air filter cleaning instructions. There'll be new word out as soon as the pubs can be changed . . . and like you probably know, the dope is not in the LO or TM 5-3805-209-15 anyway.

But what could set you up is the whole new recipe — including time-table.

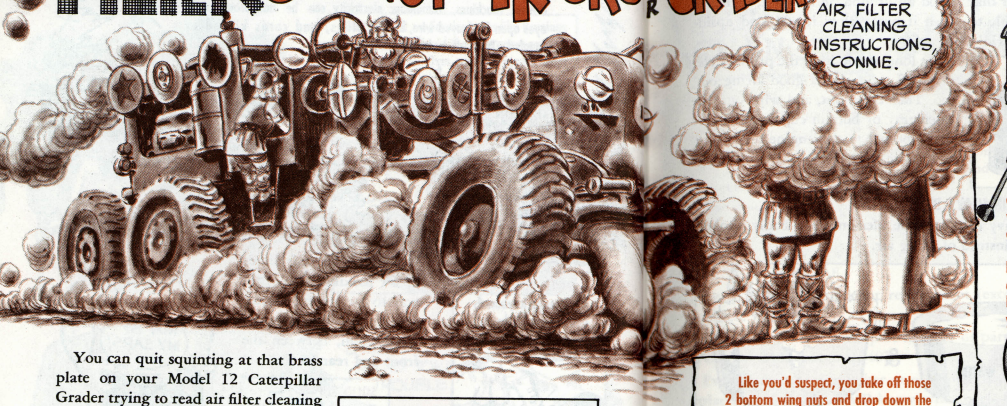
For that, you watch the clock and the calendar. The primary filter element gets cleaned every 125 hours ordinarily, quarterly at least, and lots oftener in rough going. Check?

Then the secondary filter element gets cleaned every 1000 hours, or changed once a year. Got that?

Sounds simple, but there's a trick or two you need to know.



FILTER CLEANUP TRICKS FOR GRADER



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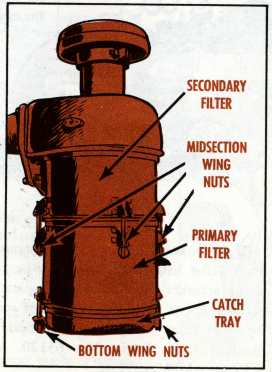
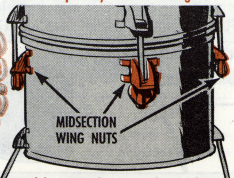


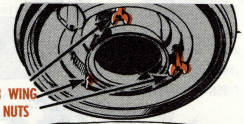
Like you'd suspect, you take off those 2 bottom wing nuts and drop down the catch tray. If there's more than a handful or so of dirt there, you've waited plenty long enough.

Then you take loose the 4 wing nuts on the midsection. That lets you take down the primary element or stage . . .



careful — it's heavy, and you don't want to drop it and damage the bottom cones. It'll likely be dirty, too.

Now you're ready for the sleight of hand. Out of sight up behind the flange are **3 more wing nuts,** and standing by the filter without ever looking under, you might never see them.



Just take off the 3 wing nuts, put 'em where you can find 'em again, and the secondary element will come right out with almost no coaxing.

PS MORE

FOR GRADER

I CAN'T, KAFF, READ THE AIR FILTER CLEANING INSTRUCTIONS, CONNIE.

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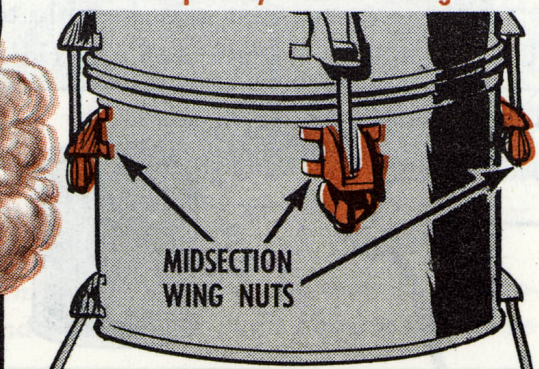

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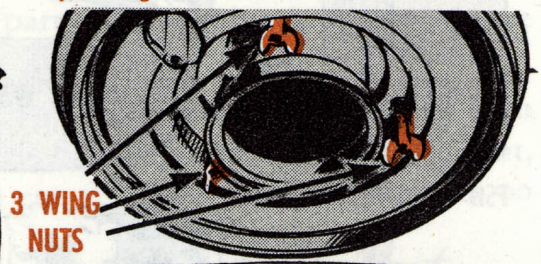


Like you'd suspect, you take off those 2 bottom wing nuts and drop down the catch tray. If there's more than a handful or so of dirt there, you've waited plenty long enough.

I'VE WAITED LONG **ENOUGH!**

YOU DON'T NEED TO TAKE THE WHOLE FILTER BODY OFF TO FINISH THE JOB...

Just take off the 3 wing nuts, put 'em where you can find 'em again, and the secondary element will come right out with almost no coaxing.

JUST BE SURE Y' DON'T LET IT DROP!

PS MORE

THE REST IS EASY

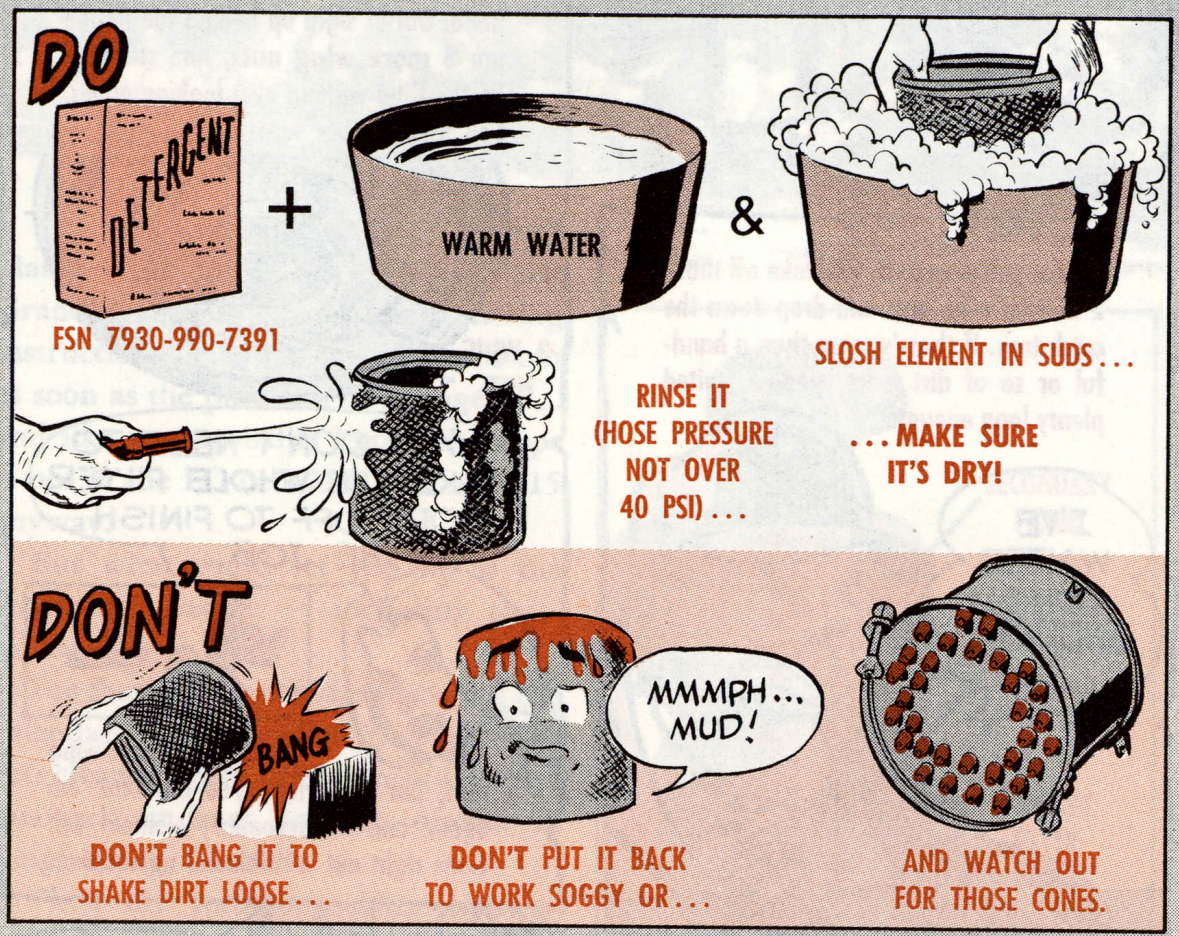
From then on, no sweat.

If you found a coat of dust over that top filter element, you may be able to blow it off with compressed air. Hold the air hose 6 or 8 inches away, get it good all around, in and out, and then turn it over. Blow it off good upside down.

As long as you have the primary element off, give that a good airing out, too. Then clean out, and wipe out, the catch tray or bottom cup and the case that's bolted to the engine air intake. Make sure you don't leave lint or strings loose in the case.

IN HEAVY DIRT

If you've been working in heavy dirt and the elements are badly choked, you may need to wash them out instead of using air.



Four wash-out jobs is about all that top element can stand. And if it gets rust and guck-loaded, change it anyway. Just let nobody ever put oil in that catch tray, or cup. And no benzine, gasoline, or dry-cleaning solvent on those cores: who wants a fire on his hands?

EVEN IF THERE'S NO FSN . .

REPORT THE CHANGE

Dear Half-Mast,

Our construction unit has scads of equipment items that are commercial models—but still reportable under TM 38-750.

Problems pop up when recording replacement of parts and components on maintenance records for these. Some of the parts and components don't have FSN's. Some don't even have serial or part numbers.

How should these be recorded on DA 2408-3 or DA 2407?

SP6 B. T. E.

Dear Specialist B. T. E.,

Every part or component replacement (except common hardware) must be recorded.

If there's no FSN, enter part number or part serial number in the FSN space on the DA 2408-3 or DA 2407.

Even if there's no number at all, enter the noun nomenclature of the item replaced—to let the NMP know what parts or components are wearing out, breaking or otherwise going to pot. Then enter "UNK" in the FSN space on these forms.

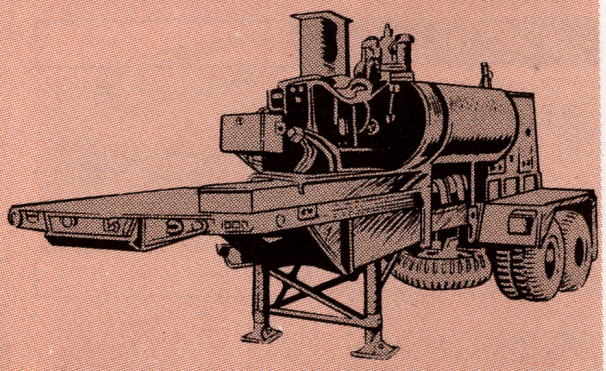
Half-Mast

NEW OIL NEEDED

Lend an ear if you've got a Hopkins Model 200S Hot Oil Heater that's used with asphalt melters.

You should use oil that conforms to Mil Spec MIL-L-22851, Type III, in the surge tank and reservoir and expansion tank, and you'll need 232 gallons.

You can get a 55-gallon container by asking for Lubricating Oil, Aircraft Piston Engine, FSN 9150-965-2305, and FSN 9150-965-2303 will get you a 5-gallon container.



TM 5-3895-264-15 (Sep 65) covers your Hopkins hot oil heater and asphalt melter.

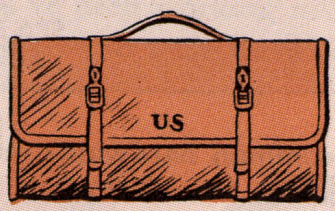
ELECTRICIAN

There're guys who want to get things done but are not sure if they have all the tools.

For instance, you generator powermen and laundry equipment repairmen have the Electrician's Tool Kit No. 2, FSN 5180-545-8645; LIN W37114. So there'll be no doubt as to what you should have, here's a list of the tools in that kit.

You only get one tool unless it's noted. The tools you have may not look exactly like the one shown here; different manufacturers, you know. They work the same, though. You can find this set in Fed Cat 5180-IL-A (1 Jan 68).

BAG, TOOL, SATCHEL: cotton duck

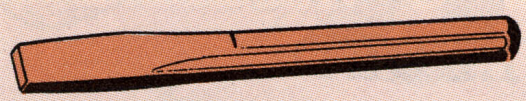


FSN 5140-315-2775

BLADE, HAND HACKSAW: 12-in lg

FSN 5110-243-0901 12

CHISEL, COLD, HAND: ½-in width of cut



FSN 5110-186-7107

FILE, HAND: half round, 8-in lg

FSN 5110-241-9150

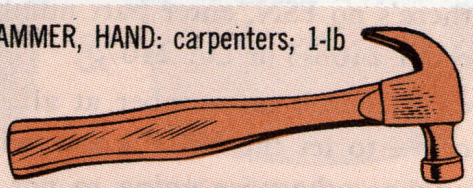
FILE, HAND: round, 12-in lg

FSN 5110-234-6557

FRAME, HAND, HACKSAW: adjustable; 10, 12-in blade lg

FSN 5110-289-9657

HAMMER, HAND: carpenters; 1-lb

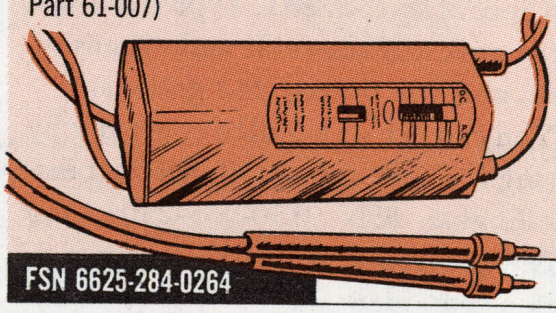


FSN 5120-223-9124

HANDLE, FILE, WOOD: 4-½-in lg

FSN 5110-263-0349 2

INDICATOR, LINE, VOLTAGE: general purpose (Mil-I-16105, Type A, Part 61-007)



FSN 6625-284-0264

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ELECTRICIAN'S TOOL KIT NO. 2

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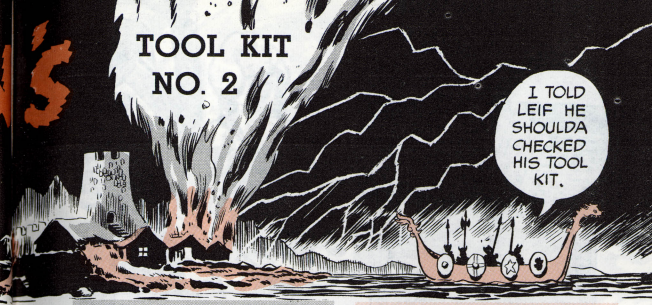
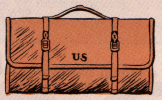
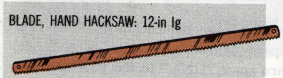


BAG, TOOL, SATCHEL: cotton duck



FSN 5140-315-2775

BLADE, HAND HACKSAW: 12-in lg



FSN 5110-243-0901 12

CHISEL, COLD, HAND: ½-in width of cut

FSN 5110-186-7107

FILE, HAND: half round, 8-in lg

FSN 5110-241-9150

FILE, HAND: round, 12-in lg

FSN 5110-234-6557

FRAME, HAND, HACKSAW: adjustable; 10, 12-in blade lg

FSN 5110-289-9657

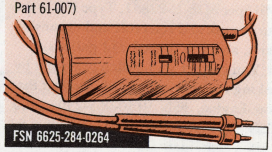
HAMMER, HAND: carpenters; 1-lb

FSN 5120-223-9124

HANDLE, FILE, WOOD: 4-½-in lg

FSN 5110-263-0349 2

INDICATOR, LINE, VOLTAGE: general purpose (Mil-I-16105, Type A, Part 61-007)

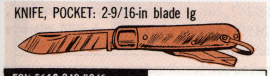


FSN 6625-284-0264

INSULATION TAPE, ELECTRICAL: ¾-in wide

FSN 5970-664-3167

KNIFE, POCKET: 2-9/16-in blade lg



FSN 5110-240-5943

PLIERS: Lineman's, 8-in size

FSN 5120-239-8251

PLIERS, SLIP JOINT: 6-in size

FSN 5120-223-7396

RULE, MULTIPLE FOLDING: 72-in lg

FSN 5210-293-3393

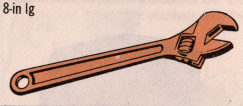
SCREWDRIVER: flat tip, blade 3-in lg

FSN 5120-236-2127

SCREWDRIVER: flat tip, blade 6-in lg

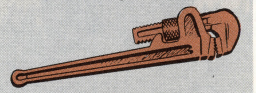
FSN 5120-227-7356

WRENCH, OPEN END ADJUSTABLE: 8-in lg



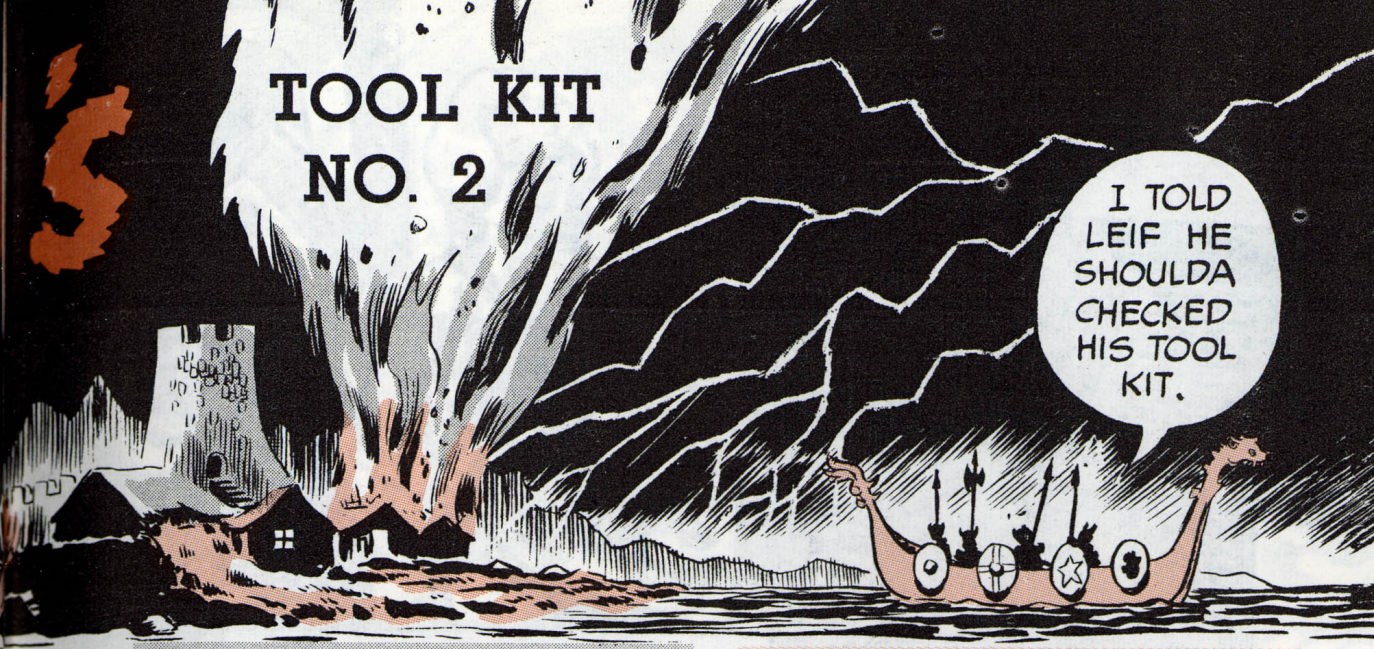
FSN 5120-240-5328

WRENCH, PIPE: 10-in lg

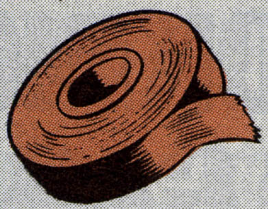


FSN 5120-277-1485

TOOL KIT NO. 2



INSULATION TAPE, ELECTRICAL: ¾-in wide



FSN 5970-664-3167

KNIFE, POCKET: 2-9/16-in blade lg

FSN 5110-240-5943

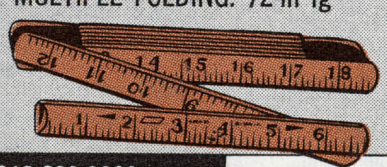
PLIERS: Lineman's, 8-in size

FSN 5120-239-8251

PLIERS, SLIP JOINT: 6-in size

FSN 5120-223-7396

RULE, MULTIPLE FOLDING: 72-in lg



FSN 5210-293-3393

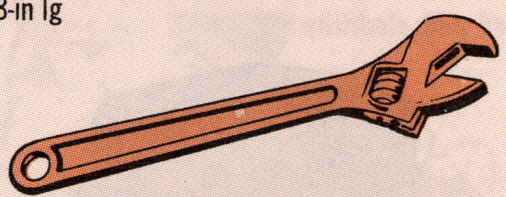
SCREWDRIVER: flat tip, blade 3-in lg

FSN 5120-236-2127

SCREWDRIVER: flat tip, blade 6-in lg

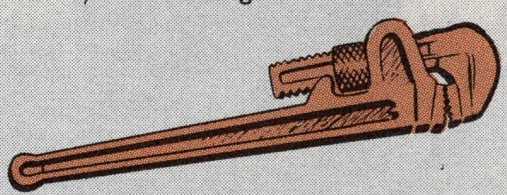
FSN 5120-227-7356

WRENCH, OPEN END ADJUSTABLE: 8-in lg



FSN 5120-240-5328

WRENCH, PIPE: 10-in lg



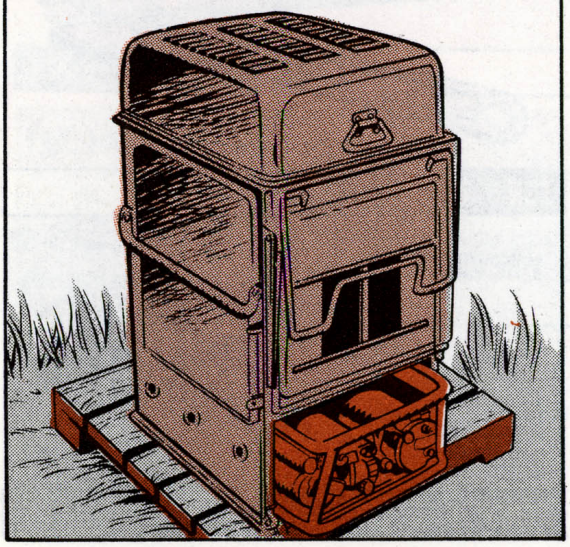
FSN 5120-277-1485

WHEN YOU'RE . . .

COOKING WITH GAS

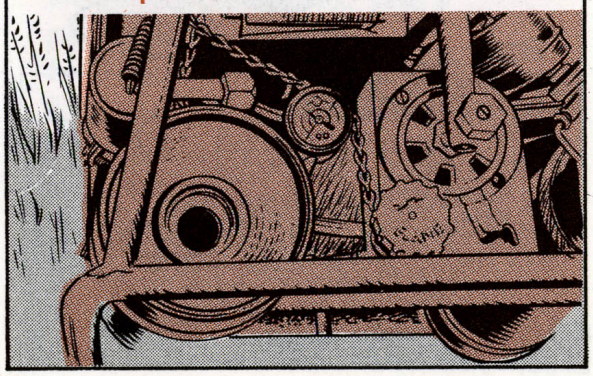
Your M2 burner unit, FSN 7310-842-9247, can do a first rate job of cookin', whether it's used in the M1937 or the M59 cabinet. But you should always heed these safety precautions when you're using it.

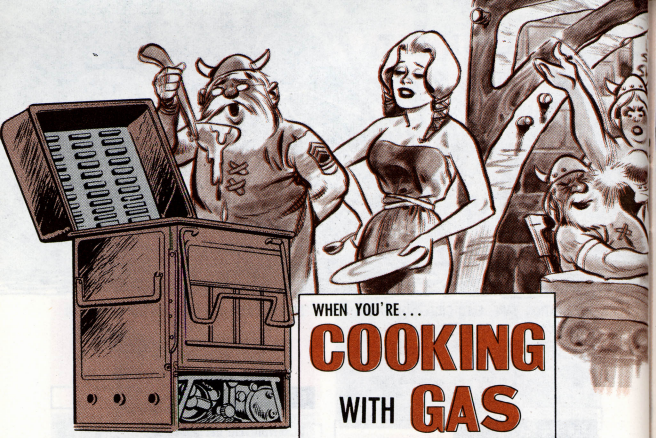
Take the burner out of the mess hall or tent when you're going to refuel. Make sure there's metal-to-metal contact between the nozzle on the fuel container and the fuel tank to head off static electricity.



Always be sure the burner is turned off and cool before you refill the tank. NO SMOKING means just that when you're filling the fuel tank. And make sure there's no fuel or other inflammable material on or near the burner unit.

Wipe up spilled gasoline pronto. Keep the fuel tank and fuel container caps tight at all times. Never store the fuel containers near heat or open flame.





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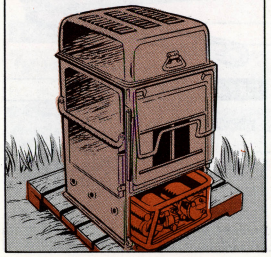

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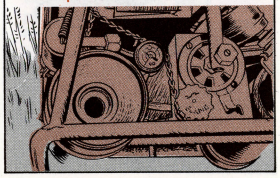
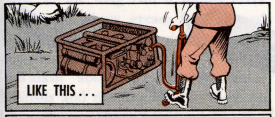
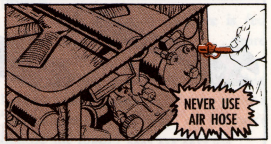


You always pressurize the fuel tank with the inflating pump, FSN 4320-852-9036, that comes with your accessory outfit, and **don't**, like **NEVER**, substitute the air hose from a truck. You pump until the pressure gage shows from 10 to 20 PSI. That's the latest word in TM 10-7360-204-12 (Feb 68).





If the pressure goes into the red area on the gage when the unit's burning, turn the flame down about half what it was, and keep an eye on it. If it stays in the red area, shut the unit down and let it cool.

Never release any air pressure while the burner is lighted or while the unit is still hot.

Never use a substitute for filler cap gasket, FSN 7310-999-2561. Check it daily to make sure that it's in good condition.

Your generator should operate 450 to 500 hours, depending upon the grades of fuel you use.

When you replace the generator, always inspect the replacement for cracks or any type of defects. Never bend the tubes or force the generator into position.

When you're operating your burner unit, make sure there's plenty ventilation so you won't be overcome with carbon monoxide. And, have your fire extinguisher, FSN 4210-270-4512, handy.

With a little care and caution you can master the burner unit . . . and once you get the hang of it you won't get the bang of it!

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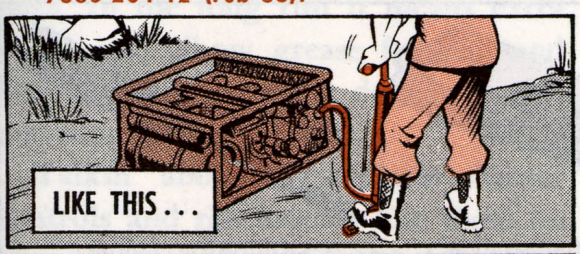

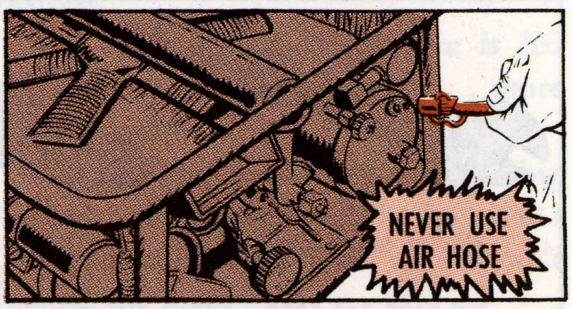

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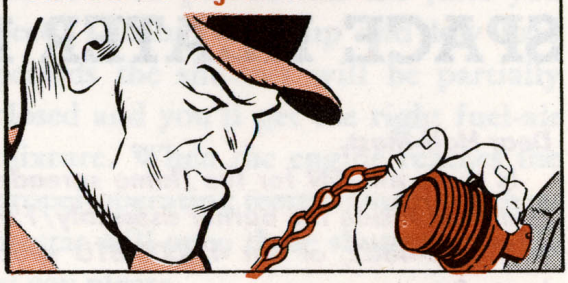

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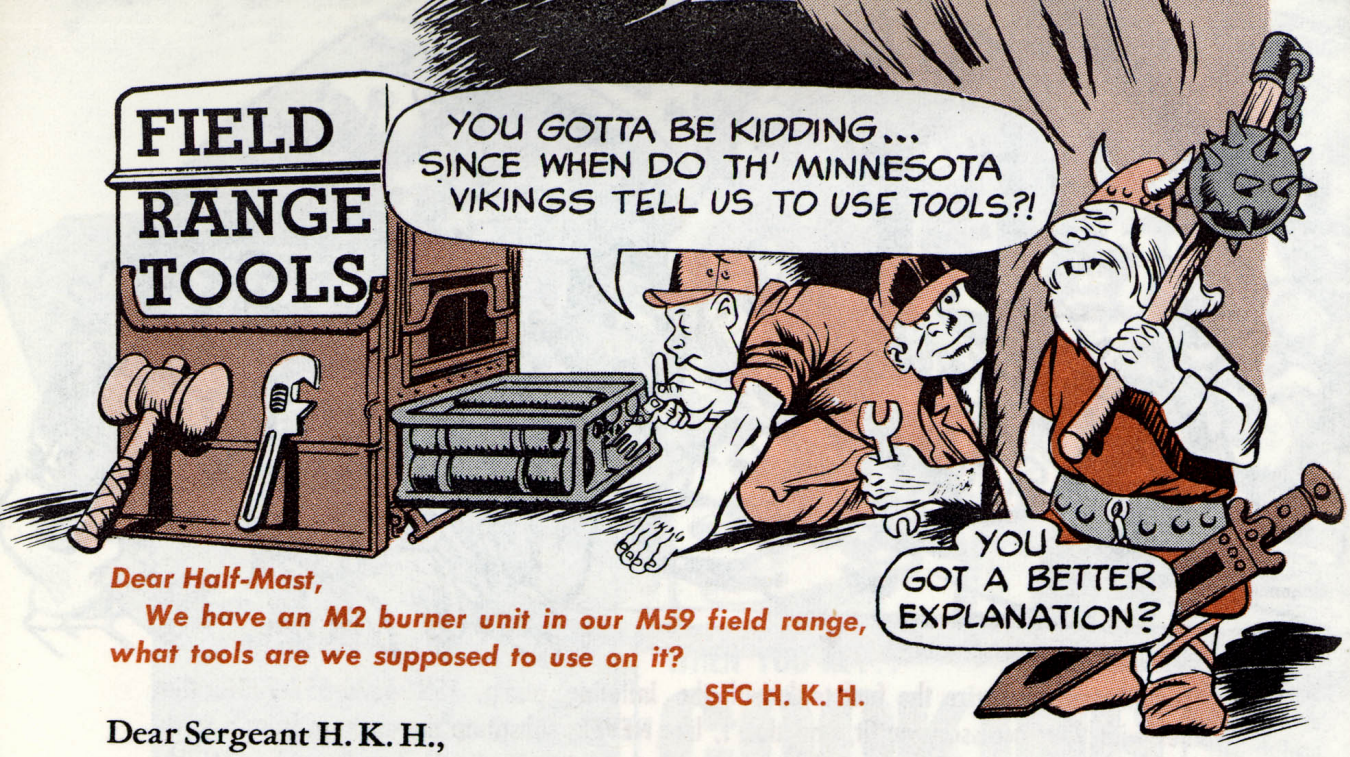


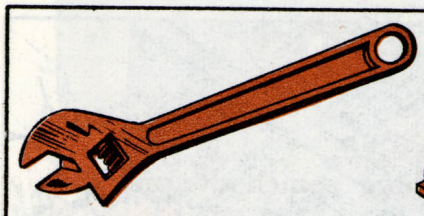
Dear Half-Mast,

We have an M2 burner unit in our M59 field range, what tools are we supposed to use on it?

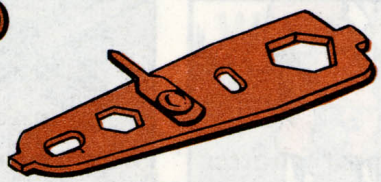
SFC H. K. H.

Dear Sergeant H. K. H.,

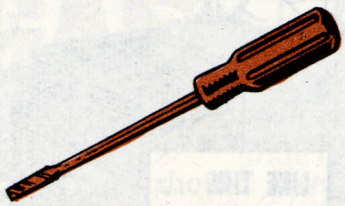
Here are the tools you use on that burner unit:



Wrench, adjustable, 8" long, FSN 5120-240-5328



Wrench, combination, FSN 5120-303-7737



Screwdriver, flat tip, 8" blade length, FSN 5120-180-0725

You'll see these listed in TM 10-7360-204-12 (Feb 68).

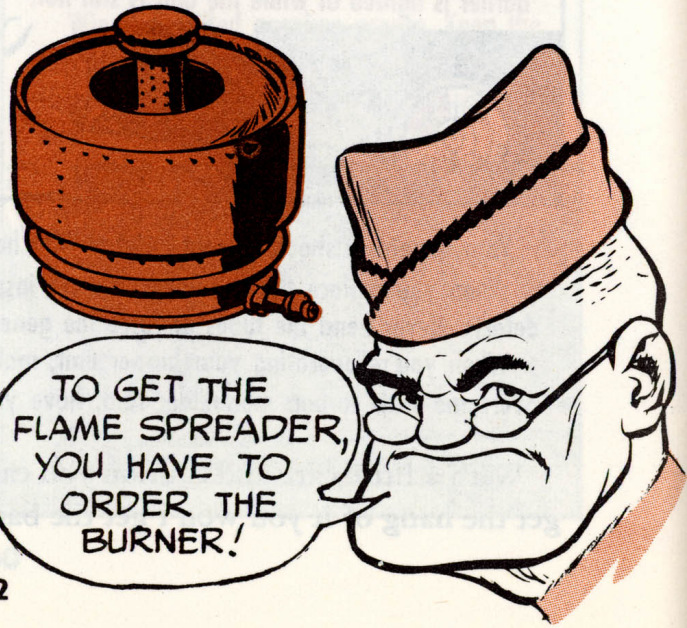
Half-Mast

SPACE HEATER FLAME SPREADER

Dear Half-Mast,

Is there an FSN for the flame spreader that goes inside the burner assembly, FSN 4520-153-4602, of our 45,000-BTU space heater?

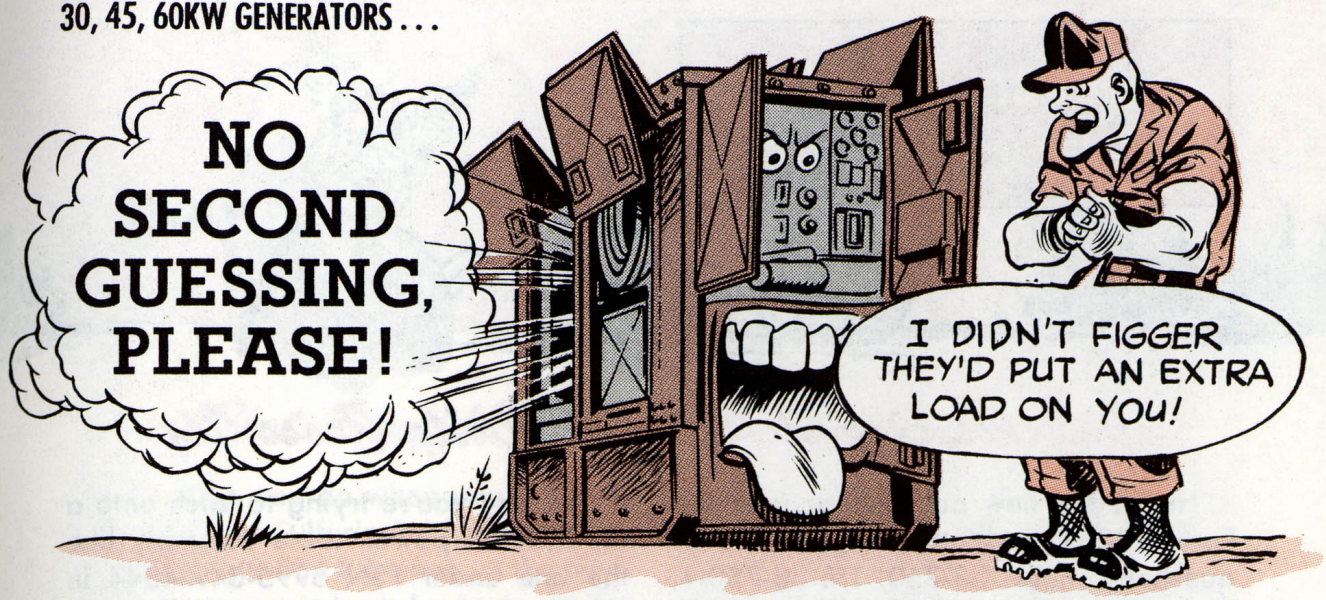
SSG H. C. C.



Dear Sergeant H. C. C.,

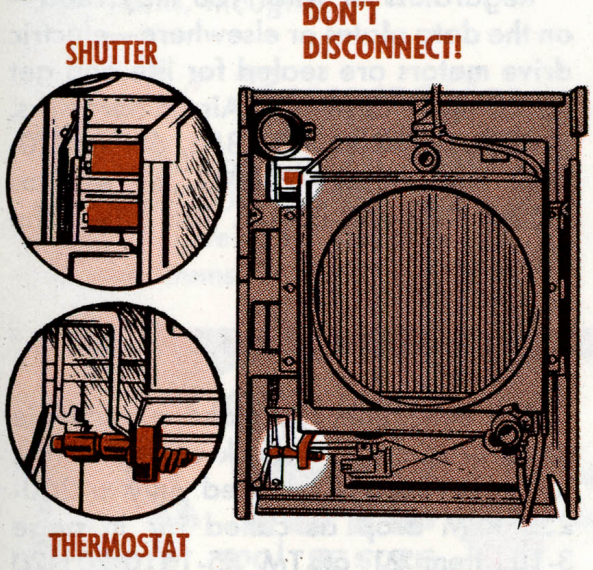
No. You have to order the vaporizing pot oil burner, FSN 4530-277-3247, and it includes the flame spreader. That FSN is in the latest TM 10-4520-202-25P.

Half-Mast



Second guessing the guys who designed your generator set by disconnecting part of the cooling system never pays. In the long run it means extra sweat and elbow grease for you and your support . . . more down time for maintenance.

Talkin' about the radiator shutter controls and thermostat, like those on your Hol-Gar Model CE-301-AC/WK1 generator set.



It takes a few minutes for a newly-started engine to warm up to operating temperatures. Meanwhile, those wide open shutters feed a rich fuel mixture into the cylinders and build up excess carbon on the spark plugs, valves and pistons.

The same over-rich mixture is fed to your baby on light loads . . . more carbon build up.

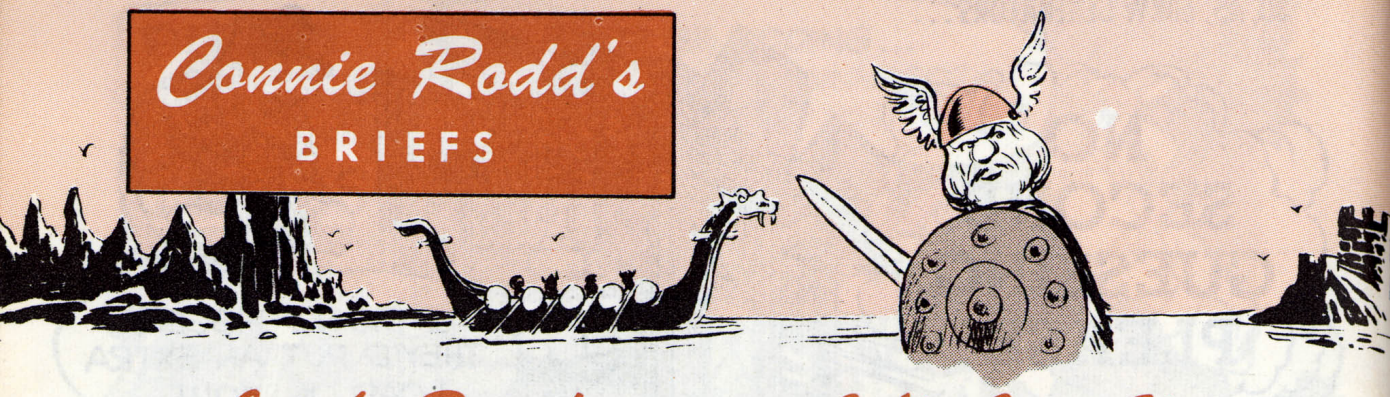
Before long somebody puts a big load on your rig and — wha hoppen? ? The engine is so carboned up she can't handle the load! !

'Course leaving the shutter controls and thermostat connected means that the set will put out all the juice you need. During warm-up and low load periods the shutters will be partially closed and you'll get the right fuel-air mixture. When the engine reaches the proper operating temperatures,the thermostat will open those shutters as wide as you please.

If you suspect your baby is running a little on the hot side, tho, check out the thermostat.

TM 5-6115-321-12 (Mar 64) para 107, tells you how to test your Hol-Gar 30KW thermostat. Replacement parts are listed right in the -20P.

Connie Rodd's BRIEFS



Jot this Down!

Here's the new address for your DA Form 2028's and other suggestions or questions on TM 38-750, TM 38-750-1, TM 38-750-2, AR 711-16 and AR 735-35. Send 'em through command channels to: U. S. Army Logistics Doctrine, Systems and Readiness Agency, New Cumberland Army Depot, P. O. Box 2947, Harrisburg, Pa. 17105. You can make a note about this change in your pubs till you get revisions.

Yellow Fever?

Need some 4-in wide yellow reflectorizing tape to mark your flight-line ground support equipment? FSN 9390-057-4543 gets a 50-yd roll that meets Fed Spec LS300 and costs $49.10. FSN 9390-057-4545 will get a 3-in wide, 50-yd roll for $36.80. Ch 1 (19 Dec 67) to TM 55-405-8 requires use of this tape. Requisition from AVCOM, RIC B17.

Supply Records Coff

Supply types, hear this —

If you're keeping your records by fiscal year . . . carry on. AR 345-215 (Nov 67), para 4-3a(5), OK's cutoff by fiscal or calendar year . . . whatever suits your operation. That info in the AR's Appendix C provides **examples** only.

Cable Cross Up

You say you're trying to latch onto a CX-2583/U power cable assembly like the one under FSN 5995-349-4844 in TM 11-5820-295-10 (Jun 63), but you keep getting a CX-1852/U special purpose electrical cable assembly instead. Cheer up . . . and use FSN 5995-752-1282 as listed on Page 4.6 in Fed Cat C5995-IL-A (Aug 67). This'll get you that CX-2583/U.

Champion Compressor Warning

Regardless of what you may read—on the data plates or elsewhere—electric drive motors are sealed for life and get no lubing on Champion Air Compressors, Models HR5-8MI, HR7-8MI, 60CAW20-HM1 and 60CAW20HM2, as well as Model OEH-458-DSA-1. Just follow the LO's.

Seminole Prop Drop

The next time you make a Seminole (U-8) prop control check at 2600 RPM remember you're allowed only a 200-250 RPM drop as called for in page 3-10, item 21 of TM 55-1510-201-20 (Apr 66). The 200-400 RPM figure given in para 3-25g(1) of the operator's pub is being changed.

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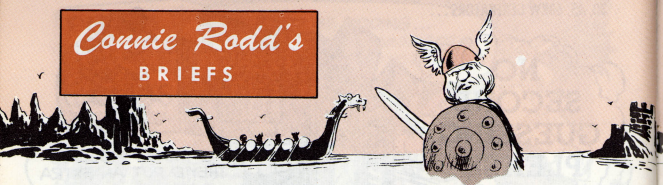

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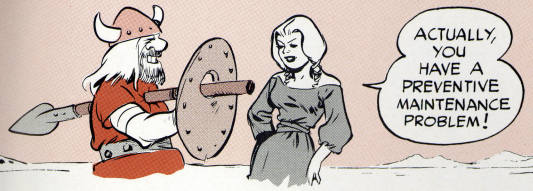


Hot Stuff!

First thing you do when you get in a new supply of Sulfuric Acid, Electrolyte, FSN 6810-249-9354, is open up the shipping cartons and check for leaks. Make sure the plastic jugs aren't punctured. Take off the cap and see that the seal in the neck is secure. Then get the cap screwed on snug.

Mity Mite TM

The Mity Mite is now covered by TM 3-1040-254-13 (Apr 68), titled: Disperser, Riot Control Agent, Portable, 450 CFM, M106. The -P manual for the Mite is still in the works, though.

PLL Recoverables

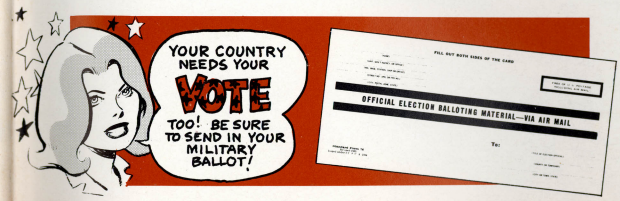
Got your copy of Ch 5 (Mar 68) to TM 9-2300-223-20P? That's your COASL. It gives new scoop on PLL recoverable items.

Long Range Friends

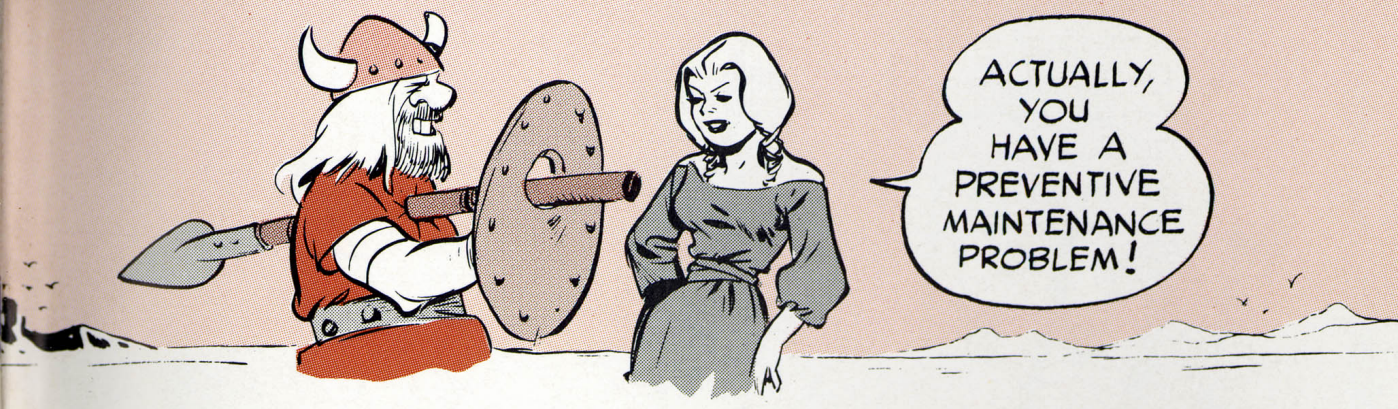
Gettin' a couple of silent oglers, like the AN/PPS-5 and AN/MPQ-4A radar sets, too close together can make a pair of enemies of 'em. 'Cause when they're operatin' in the same area in the same frequency band they fight each other's radio frequency, and can have you swearin' at false images. So, keep 'em apart—say, 50 meters or more. Also, don't let 'em look at each other.

Water Can Gasket Goo

You can get goo for gluing the gasket to the closure assembly of your water can if you'll ask for Adhesive: non-toxic, Mil Spec MIL-A-1154, FSN 8040-273-8717 (1 pt). You'll find it listed in Fed Cat C8000-IL-A. And if you need the gasket, ask for Washer, Nonmetallic, cork, closure (gasket), FSN 5330-254-6534. You'll find it listed in Fed Cat C5330-IL-A.



Would You Stake Your Life right now on the Condition of Your Equipment?



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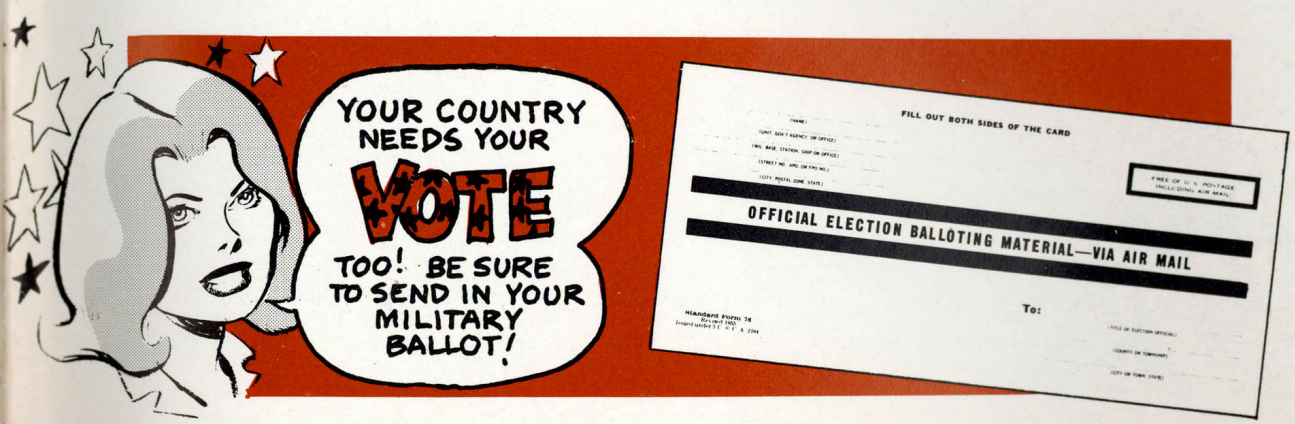
Water Can Gasket Goo

You can get goo for gluing the gasket to the closure assembly of your water can if you'll ask for Adhesive: non-toxic, Mil Spec MIL-A-1154, FSN 8040-273-8717 (1 pt). You'll find it listed in Fed Cat C8000-IL-A. And if you need the gasket, ask for Washer, Nonmetallic, cork, closure (gasket), FSN 5330-254-6534. You'll find it listed in Fed Cat C5330-IL-A.



the Condition of Your Equipment?

TOOLS
NEED
MAINTENANCE
TOO!
TM 5-461
ENGINEER
HANDTOOLS
TB 750-103
MAINTENANCE AND CARE OF COMMON TYPE
MACHINE TOOLS AND SHOP EQUIPMENT
BEFORE, DURING AND AFTER OPERATION
TM 9-243
USE AND CARE
OF HANDTOOLS AND
MEASURING TOOLS
TM 9-24
FUNDAMENTALS
OF ORDNANCE CORPS
MACHINE TOOLS